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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	A.M.	Noon	P.M. Except Sundays & Public Holidays	P.M. Sundays & Public Holidays Only	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	9.15	10.30	11.40	12.00	1.15	2.22	4.35	5.29	7.10
Yaumati...	...Dep.	6.50	9.24	10.39	—	12.09	1.24	2.31	4.44	5.38	7.19
Shatin ...	...Dep.	7.02	9.36	10.51	—	12.21	1.36	2.43	4.56	5.51	7.31
Taipo ...	...Dep.	7.16	9.49	11.04	—	12.34	1.49	2.56	5.09	6.04	7.44
Taipo Market	...Dep.	7.21	9.53	11.08	—	12.38	1.53	3.00	5.13	6.08	7.48
Fanling ...	...Dep.	7.32	10.03	11.18	—	12.48	2.03	3.11	5.24	6.19	7.58
Sheungshui	...Dep.	7.36	10.07	11.22	—	12.52	2.07	3.15	5.28	6.23	8.03
Shumchun	...Arr.	7.42	10.13	11.28	12.20	12.58	2.13	3.21	5.34	6.29	8.08

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	7.21	8.05	10.38	11.40	1.56	3.00	4.17	5.13	6.08
Sheungshui	...Dep.	7.25	8.12	10.45	11.47	—	3.07	4.24	5.20	6.15
Fanling ...	...Dep.	7.33	8.16	10.49	11.51	—	3.11	4.28	5.24	6.19
Taipo Market	...Dep.	7.42	8.26	10.59	12.02	—	3.21	4.38	5.34	6.29
Taipo ...	...Dep.	7.46	8.30	11.04	12.07	—	3.25	4.42	5.38	6.33
Shatin ...	...Dep.	7.59	8.43	11.17	12.21	—	3.38	4.56	5.51	6.46
Yaumati...	...Dep.	8.12	8.55	11.29	12.33	—	3.50	5.08	6.03	6.58
Kowloon ..	..Arr.	8.20	9.03	11.37	12.41	2.37	3.58	5.16	6.11	7.06

SHA TAU KOK BRANCH.

WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.30	2.20	6.25
Shataukok	...Arr.	8.40	12.25	3.15	7.20

WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	...Dep.	6.30	10.15	1.05	5.00
Fanling	...Arr.	7.25	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.		A.M.	P.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.30	3.20	6.25
Shataukok	...Arr.	8.40	12.25	4.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	...Dep.	6.30	10.15	2.05	5.00
Fanling	...Arr.	7.25.	11.10	3.00	5.55

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ROYAL GARDEN PARTY.

12,000 GUESTS.

MANY AMERICANS.

It was an Empire garden party when the King and Queen entertained some 12,000 guests in the garden of Buckingham Palace on July 22nd, the only royal garden party this season.

Thousands of motor-cars conveying guests to the party were held up in traffic blocks. Some people left their cars and walked to the Palace. At one time the line of traffic held up stretched from Piccadilly-circus to the Green Park.

The King and Queen walked into the gardens at 4 o'clock and went first to greet their royal guests, who had assembled on the lawn by the summer-house, where the King sometimes works.

The King went one way among the guests and the Queen another, her Majesty when first setting out halting and turning for a moment so that the Duchess of York might accompany her.

After tea the King and Queen stood beneath the Indian canopy with the gold-lace, gold-fringed red velvet valance resting on pillars of solid beaten silver, and had many presentations of civic and over-seas guests. It was not until about 6.30 that the King and Queen left the canopy on their way back towards the palace.

The guests included 500 Americans, who, like many over-seas visitors, were astonished at the sylvan beauty of the palace gardens and impressed by the magnitude and dignity of the gathering.

COLOUR DISPLAY.

The chiffon and printed georgette frocks which many of the women guests wore were seen at their best—that is, with a breeze causing the soft folds to flutter and giving further animation to a colour display which vied with the dahlias, fuchsias, antirrhinums, and roses in the flower beds.

A good many large hats were worn, but the breeze was not so kind to them. One at least was blown off.

A feature of the big hats was the meagreness of the trimming; another, the prevalence of crinoline straw. Pleating on dresses was to be seen in connection with several materials—crêpe de Chine, satin, georgette, even lace, which last was usually of the exact colour of the gown.

CANCER OPERATIONS.

THE IMPORTANCE OF EARLY TREATMENT.

The fact that early operation in cancer would add many years to the patient's life is emphasised in two reports of the Ministry of Health just published.

One of them is an analysis of the results of 357 operations for cancer of the breast carried out by 13 surgeons in Leeds. Sir George Newman, chief medical officer of the Ministry, writes:—

> It was found, contrary to the belief of many surgeons and of the general public, that when patients undergo operation at an early stage of the disease, before it has spread from the breast, as high a proportion as 80 per cent. remain free from the disease ten years after the operation. Reports from five other cities point to the same conclusion.

Dr. Greenwood, who in another report, "The Natural Duration of Cancer," gives the results of his analyses of 4,238 cancers in 7 different sitis in the body, finds that the expectation of life of a healthy woman aged 55 is 18.87 years. Calculating from the number of new cases of cancer of the breast alone, Dr. Greenwood concludes that early treatment would annually add 30,000 years to the patients' lives.

SLEEPY SICKNESS CURE.

PROTEIN STIMULANT INJECTIONS.

Rapid cure of a severe case of sleepy sickness (encephalitis lethargica) in a woman of 68, by injections of electro-colloidal gold and silver, is reported by Dr. Arthur W. Fuller, of New Cavendish-street, W., in the *Lancet*.

The case, it is stated, was considered very grave by Sir William Willcox, medical adviser to the Home Office, and on the seventh day there appeared little chance of recovery. Dr. Fuller then injected the gold-silver colloid, and within an hour the patient recovered consciousness.

Steady improvement followed further injections, and at the end of four weeks she could sit up and eat ordinary food; a week later she could walk about the room; and at the end of six weeks, beyond general debility and a stiff neck, there were no abnormal symptoms.

"It is now five months since the acute symptoms subsided; there are no abnormal physical or mental signs, and she is resuming her usual social life," adds Dr. Fuller.

The action of the colloids is that of a protein stimulant, but unlike many other stimulants there appears to be no subsequent depression.

"UNCROWNED KING OF ARABIA."

COL. LAWRENCE REJOINS AS RANKER.

It is reported that Colonel T. E. Lawrence, the "Uncrowned King of Arabia," is again serving as an ordinary mechanic in the Royal Air Force.

Under the name of Ross, Colonel Lawrence (who is a member of a Carnarvonshire family) previously spent about six months as aircraftsman in the R.A.F., securing his discharge in February, 1923. Called the "Mystery Man of the War," this famous scholar, during a varied and brilliant career, obtained a commission in 1914 and rose rapidly to distinction, organised the Arab forces, and assisted in the defeat of the Turks in Palestine and Arabia. A reward of £100,000 was offered for his capture by the Turks.

An authority on Arabia, he wore Arabia dress and lived among the desert Arabs, winning their allegiance to the Crown and earning the title of the "Uncrowned King of Arabia." He was one of the British Delegation at the Peace Conference (1919), Adviser on Arab Affairs to the Colonial Office (1921-22) and a Research Fellow of All Souls', Oxford.

He had completed about 20,000 words of a book on the East—which would have been one of the remarkable works of the century, giving secret history of the war in that theatre—when the MS., which was not to be published until after his death, was stolen from his luggage at a London station.

Although his present officers know of his identity, Colonel Lawrence has no privileges and does his parades and "fatigues" just like any other ranker.

MEDICAL ASPECTS OF TOBACCO.

VIEWS OF A FAMOUS DOCTOR.

An address on the Medical Aspects of Tobacco was given before the Harrogate Medical Society by Sir Humphry Rolleston, Bart., M.D. Camb., F.R.C.P., Regius Professor of Physics, University of Cambridge. Sir Humphry Rolleston said:—

"Tobaccos vary considerably in their nicotine content; Cavendish tobacco contains 4.15, Latakia 2.35, and mild honey-dew 1.6 per cent. According to the *Lancet's* analysis, pipe mixtures have the highest nicotine content, and British cigars a higher than Havana.

CIGARETTES, CIGARS AND PIPES.

"The nicotine content of the tobacco and of its smoke, however, do not vary directly, the way in which the tobacco is smoked and the degree of combustion being the important factors; thus Virginia cigarette tobacco contains (1.4 per cent.) nearly twice as much nicotine as Manila cigar tobacco, and yet the cigar smoke contains more than double the amount of nicotine in the cigarette smoke (Dixon); the smoke of Virginian cigarette tobacco contains 0.06 per cent. only of its nicotine content when smoked as a cigarette, but when burnt in a pipe 37 to 53 per cent. of its nicotine content.

"The degree of combustion is most complete in cigarettes of all kinds, least in a pipe, and midway in the case of cigars. In pipes as much as 70 to 80 per cent. of the nicotine in the tobacco may pass into the smoke; a good deal, however, turns on the length of the mouth-piece; a long pipe is, therefore, better than a short one; thus a clay pipe or a churchwarden allows the nicotine to condense in the stem to such an extent that very little passes into the smoke.

"As the nicotine collects in the moist area of the cigar behind the burning tip, and may, if it does not undergo complete combuston, be carried into the mouth by the hot smoke, a thick or moist green cigar is more harmful than a thin or a dry one, and the bitter end should be abandoned and a half-smoked cigar not relit. It has been stated that a smoker who relights a pipe or cigar absorbs more poison than he would from ten ordinary smokes (Kionka). According to Dixon the smoke of one cigar contains as much nicotine as 12 to 18 cigarettes.

MENTAL EFFECTS.

"An important question is the influence of smoking on the higher intellectual centres; *after a transient preliminary stimulating effect on mental processes*, during the act of smoking, its sedative effect develops. It is rather alarming to find that in America 2,000 psychological tests on medical students showed that smoking lowers mental efficiency from 10 to 23 per cent., and especially in imagery, perception, and association.

"Adolphe Abrahams, while recognising that these tests may not be conclusive, believes that smoking diminishes the general capacity for work, impairs memory for names, and renders sleep less refreshing; and Turney, who admits to being a moderate smoker, considers that some of the indolence, dreamy apathy, and premature senility often seen in heavy smokers is due to their indulgence."

SCARING FRENCH HOLIDAY FOLK.

DANGER ALLEGED FROM OLD BRITISH SHELLS.

The French newspaper "*L'Œuvre*," a notoriously anti-British journal, has found a new charge to bring against Great Britain. A large section of the French coast, "*L'Œuvre*" alleges, is in imminent danger of being blotted out of existence by shells and mines from the Somme, which should have been destroyed by the British after the war.

The towns mentioned as being within this "danger" area are Etaples, Saint Gabriel, Saint Cecile, Hardelot, Le Portel, Paris-Plage, and other seaside resorts. At Hardelot, it is declared, an area of 500 acres is covered with half-buried shells. The next statement is scarcely credible, and speaks ill for the intelligence of the journal's readers. The shells, it is stated, would explode at a blow from a child's spade!

The reason for the presence of this imminent "peril" which is in danger of causing a "terrible catastrophe," is the alleged failure of local workmen to destroy the shells which they merely buried beneath the surface.

The allegations were received at the War Office with surprise. A representative of the *Morning Post* was informed there that so far as the British were concerned the Disposals Board in France sold every round of surplus ammunition to various contractors, who, of course, broke them down and sold the constituent parts in most cases for large profits. The idea of the British burying material for which there was a ready market and a good price was too ridiculous to be considered.

ALL SURPLUS SOLD.

Of course, it was probable that in some instances shells had become buried in the course of action and had been overlooked by the Board's officials. In fact, one or two had been found in this way about four years ago, but the allegation that half-buried shells were poking up over half the sea coast was absurd.

It will be remembered that in June, 1920, the Anglo-French firm, Messrs. F. N. Pickett and Son, of Wimereux, bought up the whole of the surplus shells in France, estimated at some 50,000,000 rounds, for £2,000,000. These they broke up with the greatest care and sold the amonal, steel, and brass. They evolved a safe way of extracting the explosive matter from the fuses, which had hitherto been thrown into the sea, and thus retrieved much valuable brass Resin from shrapnel at that time fetched as much as £20 a ton.

Thus it must be fairly obvious that Messrs. Pickett, who had control of every shell in France, including the French and Belgian surplus stores, would hesitate for some time before strewing the beaches of France with such valuable material in order that the little children of "*L'Œuvre's*" imagination might explode them with spades.

£14,500 NECKLACE MAN IN COURT.

STATEMENT AFTER AERODROME ARREST.

SENT BY POST.

Edward Russell Watts, aged 29, the Cavendish Hotel, Jermyn-street, described as a merchant, was remanded in custody by Mr. Cancellor at Marlborough-street Court charged with stealing, on July 9th, at the Cavendish Hotel, by means of a trick, a pearl necklace, valued £14,500, the property of Messrs. Packer, Ltd., Regent-street, W.

Evidence of arrest was given by Divisional Detective-inspector William Bradley. He stated that he saw Watts detained at Croydon Aerodrome, and he disclosed to him his identity as a police officer from Vine-street. Witness cautioned him, and told him he was going to arrest him.

Watts said, "You're going to arrest me; well, get on with it."

Inspector Bradley conveyed him to Vine-street Police Station, where he was detained. At the request of Watts, he saw him in the detention-room. Watts said:—

> "I wish to tell you the truth about the necklace. I am sorry I did not tell you last night.
>
> "After I left the Cavendish Hotel with the necklace I called at the post office on my way to Brighton and posted the necklace and pieces of jewellery I purchased to a lady at Plymouth.
>
> "You have her name and address in some correspondence at the Cavendish Hotel."

Watts went on to say that he sent her a letter, asking her to forward the necklace in his name to an hotel in Paris, where he had arranged to stay.

Inspector Bradley continued that after that he communicated with the Chief Constable at Plymouth, and received a reply that the necklace had been recovered.

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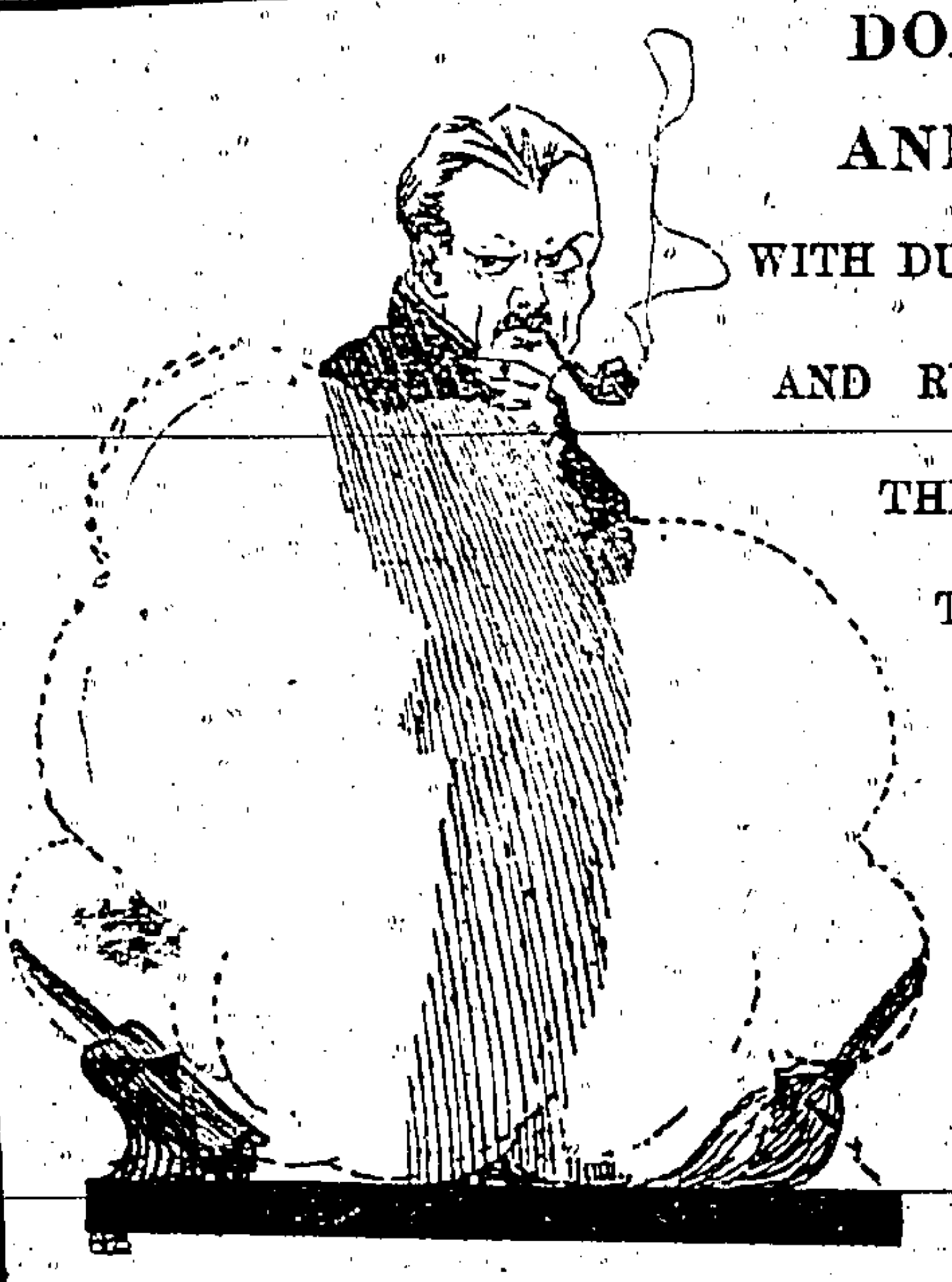

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GARAGE SHOOTING.

DRAMATIC INQUEST STORY.

CORONER AND RIGHT TO KILL.

A dramatic story of the midnight tragedy at the lonely Ace Garage on the cross-roads near Green-lane, Eltham, was told at the inquest at Ladywell, Lewisham, on July 21st, on James Albert, aged 24, of Balin-place, Long-lane, Bermondsey, who was shot while in the garage. Charles Follen, of Long-lane, who was with Albert, lies in Lewisham Hospital in a critical condition from a bullet wound. The coroner, Major W. H. Whitehouse, sat with a jury, and there was keen public interest in the proceedings.

The coroner said he did not propose to go very far with the case as there was another person whose presence was desirable. What had happened was that one person, who was alleged to have committed an unlawful act, was shot. There were a great many principles involved in this case, principles of the English law which were very, very important. The first was how far had any individual the right to defend his person, his liberty, or property against unlawful violence or force. The answer was very involved and obscure, and it did not admit of being given with dogmatic certainty. There was the necessity, on the one hand, of allowing a citizen to retain and defend his rights, and there was the necessity, on the other hand, of suppressing private warfare. If they had private warfare in this country things would be unbearable. In defence of liberty and personal property a man might lawfully use an amount of force which was both necessary--not more than enough to attain its object—and reasonable, or proportionate, namely, which did not inflict on the injured mischief out of proportion to the injury. A man defending his rights might not use unnecessary or unreasonable force. In defence of life and limb, however, a man might be justified in using force as might cause death.

Evidence of identification was given by the father, John Albert, who said that his son, a paper packer's warehouseman, was out of work. He was "one of the best of sons."

The Coroner: Had he ever been in trouble?—Yes, I must admit it, when he was a child. He got a bit excited and was locked up for being disorderly on a Sunday morning. He added that his son had been sent to Borstal when he was 14 years of age.

Is it a fact that he had been associating with a bad lot of fellows recently?—Not that I am aware of.

GARAGE PROPRIETOR'S STORY.

Arthur Cuthbert Brodie, garage proprietor, of Dunogan-gardens, Eltham, was cautioned by the coroner, but on the advice of his solicitor, Mr. Chard, he elected to give evidence. He stated that he was proprietor of the Ace Garage, and said that during the time he had been there the garage had been broken in on three occasions previous to the tragedy. On the first £100 worth of goods had been stolen, and on the second occasion £20 worth. The third burglary occurred six weeks ago, and the claim in respect of that was £120. In consequence of these burglaries witness applied for a pistol, as he kept a lot of money and stock in the garage, and it was granted on April 9th. Subsequently he applied for an extension of the license in respect of a rifle he wanted for rook and rabbit shooting. That was granted and the rifle was purchased in April.

The Coroner: Where did you propose to get your rook and rabbit shooting?—On a farm near by.

"On Sunday, July 18th," proceeded witness, "I was in the garage all day with my assistant, Horace Taylor. At 11.30 at night we went for a coffee to the coffee-stall at the opposite side of the road, and then we went back to the garage about midnight, where we had two hammocks slung up. I fell asleep, but was wakened up shortly after by hearing somebody trying to force the door. I warned Taylor, and then, slipping out of my hammock, went quietly downstairs. We heard a voice at the far end. I thought somebody had got into the stores, and as I got to the door leading from the garage through the stores I heard the crash of breaking glass coming from the far end. I crept forward quietly and saw the figure of a man inside. I called Taylor to come away. I then ran forward quickly and heard a voice say 'Stand back.' I stood still, and something was thrown past my head. It subsequently turned out to be a piece of concrete. I heard it strike the wall behind me. I then took the pistol which I had put in my pocket before coming downstairs, and told the man to stop or I would fire. There was a scramble.

"GOVERNOR, I AM DONE."

The Coroner: What do you mean by a scramble?—I don't know exactly what was happening. Things were falling about, and there was a noise of a man moving hurriedly. After telling the man to stop, I fired with the revolver, but not with the intention of hitting him, but causing him to stop.

Was the man inside actually?—Yes.

How do you know?—Because after I fired I saw him go out through the window. The workshop and the garage are all one building. All this time Taylor was in the garage. He switched on the light in the store. We both went to the door and unbolted it and ran out. I had my revolver in my pocket. I saw two men running in the direction of Mottingham, and went after them and caught one. I put my arm around him, and he said, "I am sorry, governor; I am done." I asked him if he was hurt, and he said, "Yes," pointing to his side. I put him on the ground, and found

(Continued on next column.)

there was blood on his side and shoulder. Then I saw Taylor and the other man struggling for the possession of the rifle. As the men were about to fall I heard a report. I could not see in which direction they were falling. I was quite close to them, but only had a momentary glance of them. They were both falling when the report was heard. Taylor got up and stood beside the man. I went back to the garage and 'phoned the police. After that I went back to see how the man was and to see if I could do anything for him. Then I went back again to get a doctor, whom I met on the way. The ambulance came later. I saw a four-seater car at the side of the road, pointing in the direction of London. No one was in charge of it.

Producing a revolver, the coroner said, "This is your revolver?"

Witness: Yes; it is an automatic Colt, holding seven cartridges.

The Coroner: I think you are a good shot?—I am with a rifle.

The Foreman of the July: The jury wishes to know whether the shot was fired in the dark or with the light on?

Witness: In the dark.

The Foreman: How many shots were fired?—One, to the best of my knowledge.

The Coroner: You know that two cartridge cases were found? In the face of that evidence do you still say that you only fired one shot?—I have no recollection whatever of having fired two.

With an automatic pistol you have only to keep your finger on the trigger to release the shot?—When the first one has gone you only need slight pressure for the second.

In the excitement of the moment you might release two?—To the best of my knowledge I only fired one.

Dr. Horace Townshend stated that the bullet had passed through Albert's arm, his lungs, and his heart.

The inquiry was adjourned.

INTER-EMPIRE TRADE.

TWENTY YEARS' GROWTH.

NEW MARKETS FOR OLD.

The House of Commons went into Committee on July 21st to consider a money resolution authorising the Treasury to guarantee a loan not exceeding £4,500,000 to be raised by the Government of Palestine, and a loan not exceeding £10,000,000 to be raised by the Governments of Kenya, Uganda, Northern Rhodesia, Nyasaland, and Tanganyika.

Mr. Amery (Colonial Secretary), moving the financial resolution, said the Committee was being asked to approve of the general principle of an Imperial guarantee to a series of loans by some six or seven Colonial Governments. The prospects of our trade with Europe since the war had changed very much, and the need of an alternative and expanding market more particularly for our manufactures, was obvious. He did not think it necessary to point out the extent of our economic dependence on the United States to-day. There was a time when our excess of imports from that great country largely represented the annual return upon our immense investments. These investments were sacrificed in order to help us in winning the war, and to-day we bought something like £200,000,000 a year more from the United States than they bought from us. We had also to pay large sums annually in clearance of our honourable debt obligations, and anything that would enable us to draw upon other sources than the United States—especially upon sources linked with our financial system—would immensely ease the position, as it would also be eased in so far as we could establish credits in the Empire by the sale of our manufactures, which would be paid off to the United States by our raw material and other products from the Empire itself.

TRADE WITH THE COLONIES.

The expansion of our trade in the Empire had been a marked feature of our whole economic situation during the last twenty years, and, within that Imperial expansion, the expansion of our trade with the Colonial Empire had been the most striking feature. Our exports from this country to the Colonial Empire were £17,500,000 in 1905, and £62,000,000 in 1925, and they were mainly manufactures. Our imports from the Colonial Empire, mainly essential raw materials and foodstuffs, were £18,000,000 in 1905, and £30,725,000 in 1925. East Africa had certainly not been behind the rest of the Colonial Empire in development, even under the present conditions of transport and communication. Between 1901 and 1925 there had been the following increase in trade:—

Nyassaland.—Exports, £37,000 to £564,000; imports, £134,000 to £591,000.

Uganda.—Exports, £32,000 to over £5,000,000; imports, £63,000 to £2,583,000.

Kenya.—Exports, £71,000 to £2,725,000; imports, £134,000 to £591,000.

The figures were of considerable encouragement for the future. The policy of using our finances to develop the resources of the Empire was one which was put in the forefront by the present Prime Minister and endorsed by his followers, but it was in no sense a policy on which they differed from the members opposite.

Mr. Ramsden (U. Bradford, N.) considered that East Africa could become the El Dorado of the twentieth century.

Sir P. Richardson (U. Chertsey) said he found he could walk about in East Africa much more safely than in the East-end of London, because the native was entirely satisfied that the white man was there as his friend and not to exploit him.

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S.S. "TJIMANOEK" August 20th. S.S. "TJIKEMBANG" August 26th.

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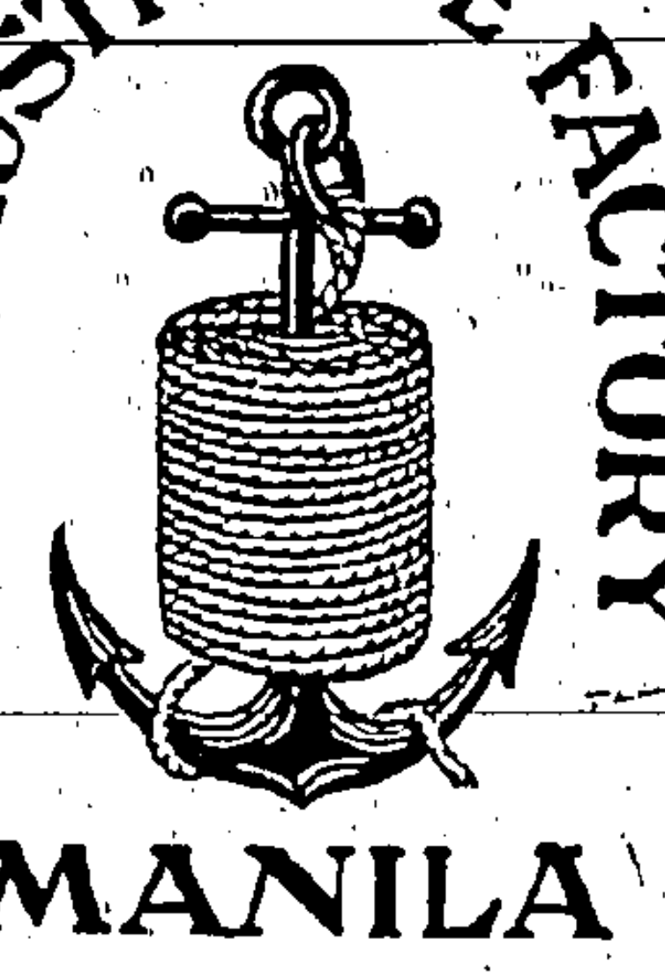

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TEA DANSANT—5-7 p.m.
DINNER DANSANT—8-12 midnight. $1.50 per cover.

THURSDAY
MUSICAL TIFFIN—1-2 p.m. $1.25 per cover.
SPECIAL—(Chicken Pie).
TEA DANSANT—5-7 p.m.
DINNER DANSANT—8-12 midnight. $1.50 per cover.

FRIDAY.
MUSICAL TIFFIN—1-2 p.m. $1.25 per cover.
SPECIAL—(Choucroute Garnie).
TEA DANSANT—5-7 p.m.
DINNER DANSANT—8-12 midnight. $1.50 per cover.

SATURDAY
MUSICAL TIFFIN—1-2 p.m. $1.25 per cover.
SPECIAL—(Bouillabaisse).
TEA DANSANT—5-7 p.m.

CARNIVAL NIGHT
SPECIAL DINNER—$3 PER COVER.
NOVELTIES.
KINDLY RESERVE TABLES IMMEDIATELY.

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No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses. SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 3s. DR. LE CLERC MED. CO., Haverstock Rd., N.W.5, London, or MAY FROM 90, BEEKMAN ST NEW YORK CITY., OR 61 MAST STREET SAN FRANCISCO

COCKTAILS AND GIN.

WOMAN DOCTOR'S COMPARISON.

AN INDICTMENT OF SUGAR.

The President of the British Medical Association (Dr. R. G. Hogarth) and a number of distinguished members were present at a breakfast given by Mr. J. D. Marsden, as vice-president of the National Temperance League, at Nottingham, on July 22nd, when Professor Louise McIlroy, of the Royal Free Hospital, London, delivered an address, in which she emphasised the harm which the excessive consumption of alcohol did to women. "In the neighbourhood of King's Cross," she said, "I see public-houses filled with women. Quite a large number of those women are drinking gin. I go further West, and think of women I know of at about six o'clock in the afternoon having parties at which they are drinking cocktails made of six or seven ingredients in the cocktail shaker. What, I ask, is the difference between the women who drink cocktails and the women who stand in the public-houses and drink gin?" (Cheers.)

Dr. Brackenbury told the story of a naturalised Italian in America, who, in speaking of prohibition there, said: "In my part of the country we are very much better for it, physically and mentally, but, oh, what a country!" (Laughter.)

COD-LIVER OIL AS A BEVERAGE.

The scientific sections of the association, which were held in Nottingham University, were all well attended. In the section for public health the matter considered was food deficiency in relation to preventable illness.

Miss Helen Mackay (physician to the Queen's Hospital for Children, London) advocated cod liver oil for children as a remedy for rickets.

Dr. J. Wheatley (Shrophire) said: "I cannot look forward to the nation being brought up on cod-liver oil." (Laughter.) A considerable and formidable array of disease, deaths, and lack of growth and vitality can be caused by food deficiences. White bread, sugar, and margarine, forming, perhaps, 90 per cent. of the food of the lower wage-earning classes in our towns, contain almost no vitamins."

Professor Leonard Hill considered that sugars and sweets for sedentary people were entirely wrong. "I believe," he exclaimed, "that sugar is as mischievous to the nation as alcohol." He advocated the violet rays treatment in certain diseases.

Dr. Scurfield (Sheffield): Professor Hill does not suggest that we should live on diets, but on light. He refers to milk and things as if they are of no importance.

Professor Hill: Oh, yes, they are of great importance. We should take heaps of green food, milk, and wholemeal food. There should be a tax on white bread.

Dr. Godfrey Carter (senior surgeon to the Sheffield City Police) delivered an address on the legal definition of live birth. He said that in English law as it stood it was not a crime, not even a misdemeanour, to kill a child during the act of being born. The consequence was that throughout the country an appreciable number of full-time healthy infants lost their lives. He contended that a child born at a viable period should be deemed to have been born alive unless satisfactory proof was forthcoming to the contrary. Inattention at birth was in most cases, he was satisfied, criminal. He would make it a criminal offence, punishable with penal servitude or imprisonment to inflict grievous bodily harm or serious injury upon a child during its birth or seven days afterwards. He would make it an indictable offence for a woman to neglect to provide reasonable assistance at childbirth, if the child died, unless she could prove that death was not caused by that neglect or by any wrongful act of which she was a party.

Dr. Lewis Lloyd, a member of the council of the association, said that what Dr. Carter had stated was an eye-opener to him.

A resolution was adopted requesting the council to approach the Government to secure legislation to protect the child against intentional violence before being completely born.

STERILISATION OF THE UNFIT.

Roman Catholic doctors attending the conference met at St. Philip's Hall to consider the subject of "The Sterilisation of the Unfit." At a special Mass held earlier in St. Barnabas Cathedral the Roman Catholic Bishop of Nottingham, in his sermon, said: "You Catholic doctors, more, perhaps, than anyone else in the whole world, have it in your power to check the moral disintegration that is going on around us and to influence the regeneration of human society by losing no opportunity of vindication, in season *and out of season, of the great moral* principles inculcated by God's Holy Church as one by one they are impugned and set at nought by public opinion. The Church says that it is forbidden to sterilise anyone, even the unfit."

At the subsequent meeting Dr. Colvin, of Glasgow, said to-day people discussed complex and abstruse questions of sex with the same glibness of tongue as they discussed the face and figure of the latest film star. Boards of guardians had recently passed resolutions in favour of sterilisation of the unfit, the full import of which they knew as little about as they did of the shortage of housing or the planet Mars.

A resolution was adopted that sterilisation was not only immoral, but was likewise futile in preventing mental deficiency.

SAIGON RICE MARKET.

STEADY RISE IN PRICES.

The Compagnie de Commerce et de Navigation d'Extreme-Orient in their report dated August 10th, state:—

The situation of our market becomes each day more difficult owing to the important and steady rise of paddy.

Paddy arrivals at Cholon are very weak and Chinese millers refuse to bind themselves for too far ahead deliveries. However, some enquiries from outside sources have been received and some business in all qualities of rice were booked. Java business, which stopped owing to the prospects of the new crop, has started again especially for brokens.

China and Japan seem interested but our high prices are a hindrance to business although the fall of silver has much influenced our exchange.

Business with France is now more active. The demand is still important and the exchange improving.

The tendency for each grade of rice and brokens is rising.

The total amount of rice exported from January 1st to July 31st, 1926, is 897,677,636 tons against 890,985,920 in 1925.

We quote to-day white Saigon rice No. 1 25% brokens round grain: Hongkong $7.65, per picul of 134 lbs. f.o.b. Saigon; £0.14.3, per cwt. f.o.b. Saigon; yen 8.65, per picul of 134 lbs. f.o.b. Saigon.

White Saigon rice No. 2 sifted, Japan quality: Hongkong $7.27, per picul of 134 lbs. f.o.b. Saigon; £0.13.7., per cwt. f.o.b. Saigon; yen 8.25, per picul of 134 lbs. f.o.b. Saigon. For August-September shipment.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

	AUGUST 17TH, 1926.
Hongkong Bank	$1,100 buy., 1,105 sa.
Do., London	£128 nom.
Chartered Bank	£20½ buy.
Mercantile Bank, A. & B.	£30½ nom.
Do., C.	£13¾ nom.
P. & O. Bank	£9¾ buy.
East Asia Bank	$8½ nom.
Canton Insurance	$630 sel.
China Underwriters	$1.80 nom.
North China Insurance	Tls. 145 nom.
Union Insurance	$289 sel.
Yangtaze Insurance	$35 buy.
China Fire Insurance	$200 buy.
Hongkong Fire Insurance	$620 nom.
Douglases	$25 buy.
H.K., C. & M. Steamboats	$26½ nom.
Hongkong Tugs	$1½ nom.
Indo-Chinas (Pref.)	$30 nom.
Do. (Def.)	$40 nom.
Shell Transports	88/- nom.
Star Ferries	$67 sel.
Waterboats	$15½ nom.
China Sugars	$24 sel.
Malabon Sugars	$36 buy.
Benguets	$1½ nom.
Kailan Mining Ad.	40/- nom.
Langkats (combined)	Tls. 23 buy.
Do. (single)	Tls. 12½ nom.
Shanghai Explorations	Tls. 4.40 buy, 5 sel.
Shanghai Loans	Tls. 7 nom.
Raubs	$4½ nom.
Tronoh Mines	67/- buy.
Ural Caspians	8/- nom.
H.K. & K. Wharfs	$110 nom.
H.K. & W. Docks	$54 nom.
Hongkews	Tls. 17½ buy.
New Engineerings	Tls. 5.90 buy.
Shanghai Docks	Tls. 109 buy.
H.K. & S. Hotels	$10½ sel.
Hongkong Lands	$60 buy.
Hongkong Realtys (f.p.)	$7½ buy., 8 sel.
H.K. Territorials	$5 sel.
H.K. Developments	10 cts. sel.
Humphreys Estates	$13.60 nom.
Prince's Buildings	$89 sel.
Rural Lands	$1½ buy.
Ewo Cottons	Tls. 9.15 buy.
Orientals	Tls. 2½ buy.
Shanghai Cottons (old)	Tls. 62 buy.
Do. (new)	Tls. 27 buy.
China Buses	Tls. 10½ buy.
Hongkong Tramways	$24½ nom.
Peak Trams (old)	$16½ sel.
Do. (new)	$7.60 nom.
Singapore Tractions	10/8 buy., 12/- sel.
Taxis	$3 sel.
Amusements	$10 buy.
Canton Ices	$7½ nom.
Cements (combined)	$13½ sel.
Do. (old)	$12 sel.
Do. (new)	$1½ sel.
China Lights (combined)	$19 buy.
Do. (old)	$14½ nom.
Do. (new)	$11 nom.
China Providents	$5.30 buy.
Constructions	$2½ nom.
Dairy Farms	$16½ sel.
Der A. Wings	$6 sel.
Hongkong Electrics	$64 buy.
Macao Electrics	$35 nom.
H.K. Ropes (combined)	$26 sel.
Do. (old)	$10 sel.
Do. (new)	$5 sel.
Lane Crawfords	$8½ nom.
Mackintoshs	$19½ nom.
Sinceres	$11 nom.
United Asbestos	$20 nom.
Watsons (old)	$13½ nom.
Wm. Powells	$6½ nom.

buy.—buyers; sel.—sellers; sa.—sales
nom.—nominal.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	RUGBY, August 16th.
Paris	178½
Brussels	180½
Amsterdam	12.11
Berlin	20.40
Copenhagen	18.28
Vienna	34.43
Helsingfors	192⅞
Lisbon	2.17/32
Buenos Aires	45.7/16
Shanghai	2/9¼
Yokohama	1/11.11/16
New York	4.85.15/16
Geneva	25.15
Milan	148½
Stockholm	18.14½
Oslo	22.17
Prague	164
Madrid	31.85
Rio	7.19/32
Bombay	1/6
Hongkong	2/1⅞
Silver (spot)	28⅞
Silver (forward)	28.11/16

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At 2.30, 5.15, 7.15 & 9.15 p.m.

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HIS SCINTILLATING EXOTIC COMEDY
A THIEF IN PARADISE
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THE GIRL WITH THE GOLDEN VOICE.
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H.E. THE GOVERNOR OPENS NEW PREMISES.

TRIBUTE TO THE FOUNDERS.

REFERENCE TO CANTON GOVERNMENT.

H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) officially opened the new premises of Messrs. Lane, Crawford, Ltd., in Exchange Building, yesterday. A large number of people were present at the ceremony. All the seating accommodation in the new café, where speeches were made, was quickly occupied and hundreds had to remain standing. Throughout the morning, every department in the premises was crowded.

His Excellency, in his opening speech, paid tribute to the enterprise of the founders of the Company. He then made reference to the present trade situation and deplored the continuance by Canton of its suicidal policy. He stated, with emphasis, that with the spirit which animated the merchants of Hongkong, the Cantonese could never do any permanent injury to the Colony.

THE OPENING.

When H.E. the Governor, accompanied by Capt. Steele, arrived, a few minutes before 11 a.m., both sides of Des Vœux Road were lined with people. The ground floor windows of the premises were covered with flags, amongst which were two large Union Jacks. The flags were lowered and His Excellency opened the door.

The official party then proceeded to the new Café, and on His Excellency's entry the orchestra played the National Anthem. In less than five minutes all the seating accommodation was occupied.

Others who were seated at the table presided over by His Excellency were:—The Hon. Mr. W. T. Southorn, Capt. H. B. L. Dowbiggin, Mr. B. R. Forster, Mr. W. E. L. Shenton, Mr. A. S. D. Cousland, Mr. F. M. Crawford, Mr. W. A. Eustace, Mr. M. Manuk, Mr. E. M. Raymond and Mr. Chan Tung.

DIRECTORS' WELCOME.

Mr. A. S. D. Cousland, in addressing the gathering, said: Your Excellency, Ladies and Gentlemen,—It is with great pleasure I have to thank Your Excellency for the honour you have conferred upon this Company by being present this morning and performing the ceremony of formally declaring these premises open, and I have also to thank you, ladies and gentlemen, for so kindly joining us to-day.

The store that you, Sir, have just opened to the public, is one of which we are justly proud, and may be considered as comparing favourably with any similar enterprise in the East.

But it is not merely as such that we claim your attention and interest to-day. The history of the firm of Lane, Crawford, Ltd., goes back to the very early days of the Colony. Many of those present will remember that the 75th anniversary of its foundation was celebrated last year, and at that time mention was made of its growth from the humble matshed on the sea front of 1850 to the premises just vacated. To-day we see here further evidence of progressive policy, so that by its history and its present standing, Lane, Crawford's may confidently be regarded as one of the institutions of Hongkong.

The many departments of the business are now assembled under one roof. By doing this we are able to offer greater facilities and better service to our many patrons, making shopping to them the delight that it should be. The room in which we are now gathered, together with the adjoining lounge, will still further add to their comfort, and enable our customers to enjoy a quiet rest during their shopping.

Unfortunately, we have not been able to complete the fitting up of our various departments. The coal strike at Home has delayed a considerable number of our show cases, but these we expect to arrive in a few days. Then our showrooms will be complete.

Before closing, I would like to add a word of appreciation of our staff, both Europeans and Chinese; without their united and unstinted co-operation, and the keenness and interest displayed, the results of to-day could not have been achieved.

I will not detain you longer, Sir, but would ask you before leaving to further favour us by visiting the different departments.

GOVERNOR'S SPEECH.

H.E. The Governor, who was greeted with rounds of applause, said: Like so much that is best in Hongkong the firm of Lane, Crawford & Company owes its inception to the British mercantile marine. Mr. Lane, in whose mind the project of founding this firm originated, was the master of a sailing vessel trading to Hongkong in 1848. The Colony had then only been in existence for seven years and as was natural, Mr. Lane found difficulty in obtaining the necessary supplies for his ship. So, when he next went home, he persuaded one of his friends, Mr. Crawford, to become his partner; and in 1850 these two men established the firm of Messrs. Lane, Crawford & Company in a matshed on the harbour-front of Hongkong. From these small beginnings the firm has grown to the dimensions which we now see, thanks to the foresight of the pioneers who founded it and to the enterprise and integrity of their successors in the business. It is upon foundations like this that the commercial greatness of Hongkong has been built; and, so long as the same pioneer spirit and the same enterprise and integrity characterise British merchants in Hongkong, our commercial position in the Far East will be sound and secure.

APPRECIATION OF ENTERPRISE.

In 1850 this firm owned the only European bakery in Hongkong and served the inhabitants of the island and H.M.'s Navy with most of their bread. It was fitting, therefore, that in the recent troubles of 1922 and 1925 this same firm should have been mainly instrumental in keeping up the supplies of bread and of the necessaries of life both for Hongkong and the outports. Again, last month, after the terrific rainstorm of the 19th July, Lane, Crawford & Company, in spite of every obstacle, were able to deliver bread and other necessaries of life as usual. For this service the firm was thanked by the Peak Residents' Association and I am glad of this opportunity to add an expression of my own appreciation. (Applause.)

THE VITALITY OF HONGKONG.

I congratulate the firm on opening new and larger premises at a time such as this. It is proof, if proof were needed, of the vitality of Hongkong and of the futility of the attempts being made by a band of organized banditti and pirates, miscalled the Canton Strike Committee, to do injury to this Colony. Unhappily, the Canton Government even now has not realized that the first and most essential duty of a Government is to maintain law and order. It connives at organized piracy and brigandage in the provincial capital itself, and it allows an unlawful tyranny to be imposed by strike pickets upon the Cantonese people. What it expects to result therefrom other than injury to itself and its subjects, I do not know. One thing I am perfectly sure will not result and that is any permanent injury to Hongkong. While the spirit of those commercial pioneers Mr. Lane and Mr. Crawford continues to animate the merchants of Hongkong, the future of this Colony is safe and we shall go on from strength to strength. (Applause.)

THE PREMISES.

The taking over of such striking and palatial premises marks not only a milestone in the progress of the firm, but it is also a landmark in the history of the Colony. The firm has been closely connected with the steady progress of the Colony during the last three quarters of a century, and the new premises, situate in the very heart of the city in close proximity to the leading banks, hotels, clubs and Government offices, demonstrates the faith it still has in the Colony's prosperity. Many advantages will accrue from having under one roof all the departments, workrooms, stores and offices, enabling the firm to give its customers a vastly improved service. Spacious showrooms and up-to-date window displays will be an unfailing source of pleasure to shoppers, and the well appointed lounge a favourite rendezvous for all.

The various departments are splendidly arranged. The outfitting, ladies' department, jewellery department and grocery stores are all on the ground floor. The front part of the first floor is being used for administrative offices, and in the rear is the commodious café. There are five floors above the ground floor, but a number of fast running lifts makes access easy.

EQUIPMENT.

All the sanitary ware was supplied by the Hongkong Realty & Trust Co., Ltd., and installed by Messrs. Holyoak, Massey & Co., Ltd., who also installed the cold water service.

The heating and hot water service, together with boilers, calorifiers, accelerators, etc., were supplied by Messrs. G. N. Haden & Sons, Ltd., and installed by Messrs. Holyoak, Massey & Co., Ltd., who are the sole agents for Messrs. G. N. Hadens. To aid circulation in the heating system, Messrs. G. N. Hadens supplied one of their patent Turbo Accelerators. The hot water service was laid in copper tubing with "Securex" Brass fittings manufactured by Messrs. Lamont & Co., Edinburgh, for whom Messrs. Holyoak, Massey & Co., Ltd., are also sole agents. The fire service was supplied by the Jardine Engineering Corporation, and installed by Messrs. Holyoak, Massey & Co., Ltd.

(Continued on next column.)

KAIPING COAL

FOR HOME, FACTORY, & POWER HOUSE

HOME, FACTORY AND BUNKERS

POWER HOUSE, TUGS & LOCOS.

THE KAILAN MINING ADMINISTRATION,

Head Office:—TIENTSIN.

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HANDBAGS.

In order to clear the whole of our Handbags Department, we offer a Substantial

20% DISCOUNT

on all Bags (Leather, Silk, Beads, etc.) from August 16th to August 31st.

Do not miss This Opportunity.

MAGASIN GENERAL.

LOCAL BASEBALL.

FILIPINO ALL STARS AGAIN VICTORIOUS.

The Filipino baseball stars annexed another victory at the Happy Valley diamond yesterday afternoon by compiling 14 runs, while the U.S.S. *Helena* failed to score a run in all nine innings.

Features of interest were lacking until towards the end when the visitors, who had gathered four runs during six innings, took to bunting in the seventh and caused bewilderment in the field, the net result being an additional ten runs. With such a score they simply forced themselves out in the remaining innings, as darkness had set in.

Two new pitchers were tried out in this game.

The teams and score by inning were as under:—

STARS.		"HELENA."
Hugo	2b.	Harding
M. Platon	s.s.	Jones
Casimiro	l.f.	Coulter
Montalbo	c.f.	Beers
Regis	1b.	Chiurco
Rivera	r.f.	Koblis
C. Platon	c.	Butler
Bernales	3b.	Hall
Gonsales	p.	Barnes.

Changes:—Stars: Santos, p. (5); Ylanan, l.f. (6th); Toribio, c. (7th). *Helena*: Bacon, 3b. (3rd); Nickson, p. (5th); Pegg, 1b. (7th).

	1	2	3	4	5	6	7	8	9	
Stars	1	0	2	0	1	0	10	0	0	—14
Helena	0	0	0	0	0	0	0	0	0	— 0

Runs:—Regis (3); Hugo, Rivera, Bernales (2); Casimiro, C. Platon, Santos, M. Platon, Ylanan (1).

Hits:—Stars, 9; *Helena*, 3.

Errors:—Stars, 3; *Helena*, 12.

Strike-outs:—Stars: Gonsales, 4; Santos, 4. *Helena*: Barnes, 1; Nickson, 1.

Bases on balls:—*Helena*: Barnes, 3; Nickson, 3. Stars: Gonsales, 1; Santos, 1.

TO-DAY'S GAME.

In the last match of the series, which promises to be the best, at 4.30 p.m. to-day, the All Hongkong picked team (representative of all the League Clubs) will meet the visitors.

The players leave for Japan by the *Empress of Asia* to-morrow.

HOCKEY.

The following will represent the Wanderers against the 5th/2nd Punjabis at 5.30 p.m. in white, on Thursday, August 19th:—

Goal—Sergt. Clark, R.A.

Backs—E. J. R. Mitchell and C. L. R. Becher.

Halves—Lieut. M. A. Maude, R.N., Lieut. Maude, R.A., and Major J. P. S. Greig, R.E.

Forwards—Major L. J. Lightfoot, R.A.P.C., B. R. Foster, G. P. Lammert, Lieut. E. J. Larkcom, R.E., and Lieut. W. Andrews, R.N.

EXIT CAFE WISEMAN.

The passing of the Café Wiseman will be a matter of not a little regret to many, especially to those who have resided in the Colony for some time, for to them the café had long been one of the best of rendezvous, one in which many little spaces of leisure had been very happily spent.

With the opening of Messrs. Lane, Crawford's new premises, the demolition of the interior of the Café Wiseman was at once commenced.

Bamboo scaffolding surrounded the premises and workmen were busy in clearing the interior, window fixtures, etc., as a first step towards carrying out the necessary alterations which will convert the café into business premises of an entirely different character.

It is understood that when the alterations have been completed the café premises will be occupied by Messrs. Komor & Komor, art dealers, etc., and the O.S.K. It is also stated that the Anderson Music Company will probably transfer to these premises from the opposite side.

HONGKONG TENNIS LEAGUE.

The following tables show, to date, the positions of the different Clubs competing in the three divisions:—

"A" DIVISION.

					Games.	
Clubs.	M.	W.	L.	Pts.	F.	A.
Chinese R.C.	6	6	0	6	369	225
Indian R.C.	6	5	1	5	340	254
Kowloon C.C. ...	6	4	2	4	324	270
M.B.K.	6	2	4	2	256	338
U.S.R.C.	6	2	4	2	248	346
University	6	1	5	1	286	308
Hongkong C.C....	6	1	5	1	253	341

"B" DIVISION.

					Games.	
Clubs.	M.	W.	L.	Pts.	F.	A.
Chinese R.C.	9	9	0	9	590	301
M.B.K.	10	8	2	8	516	474
Craigengower	9	6	3	6	474	417
Hongkong C.C....	10	6	4	6	524	463
University	10	6	4	6	521	460
Indian R.C.	9	5	4	5	469	422
Kowloon C.C. ...	10	3	7	3	445	545
U.S.R.C.	7	2	5	2	320	373
C.S.C.C.	9	2	7	2	442	449
Recreio	8	2	6	2	361	431
Netherlands T.C.	9	1	8	1	288	603

"C" DIVISION.

					Games.	
Clubs.	M.	W.	L.	Pts.	F.	A.
Chinese R.C.	10	10	0	10	727	263
Recreio	7	5	2	5	378	315
Kowloon C.C.	10	5	5	5	458	532
Hongkong C.C....	8	3	5	3	345	447
Craigengower	7	2	5	2	292	401
Taikoo	10	1	9	1	374	618

OUTSTANDING MATCHES.

The first division programme has been completed, and there are but few matches in each of the second and third remaining to be played. The results will not affect the position of the leading Clubs, of which the Chinese Recreation Club predominate, and any changes that might arise will be among the lower half of the second and third division tables.

The following is the list of outstanding matches:—

"B" DIVISION.

U.S.R.C. *v.* Chinese R.C.
Recreio *v.* Indian R.C.
Civil Service C.C. *v.* U.S.R.C.
Netherlands T.C. *v.* U.S.R.C.
Recreio *v.* Craigengower C.C.

"C" DIVISION.

Craigengower *v.* Recreio.
Recreio *v.* Craigengower (return).
Hongkong C.C. *v.* Craigengower.
Recreio *v.* Honkong C.C.

V.R.C. NIGHT FETE.

Entries for the First Night Fete, which will be held next Saturday, closed yesterday. The names of the entrants for the different events are as follows:—

100 YARDS MEMBERS AGGREGATE HANDICAP:—E. Noronha, A. E. Carvalho, G. Razavet, W. Taylor, and E. Zimmern.

50 YARDS BACK STROKE, HANDICAP:—E. Noronha, B. Assumpcao, G. Noronha, G. Razavet, A. May, H. Noronha, and R. Pereira.

HIGH DIVE:—W. Taylor and D. Laing.

100 YARDS MEMBERS BREAST STROKE, HANDICAP:—R. Pereira, H. Barros and W. A. Zimmern.

50 YARDS TEAM RACE:—B. Assumpcao, G. Noronha, H. Alves, D. V. Lopes, G. Razavet, D. Laing, W. Taylor, J. Noronha, A. May, E. Zimmern, B. Rasmussen, and F. W. T. Ross.

BOYS, TWO LENGTHS' HANDICAP:—W. Coysh, E. Lawrence (15), W. Lawrence (16), and H. Noronha (16).

50 YARDS LADIES' HANDICAP:—Miss B. Blise, Miss D. Spanton, Miss M. Gourlay, and the Misses Hunt.

WATER POLO.

Only one match will be played to-day, *viz.*, that between East Surreys and Kowloon British School "A," which will commence at 6 p.m.

Two matches were played at the V.R.C. bath on Monday in the water polo league, resulting:—

V.R.C. 9 goals; 1st East Surrey Regt., *nil.* [Garrod (3), Lyon (2), Laing (2), Stewart, King.]

Kowloon B.S., F.P.A. "A", 11 goals; K.B.C., F.P.A. "B", *nil.* [Weill (4), Witchell (3), Logan (2), Rasmussen, Jorge.]

REPORTS OF UPRISINGS.

TROUBLE IN VARIOUS PARTS OF KWANGTUNG.

THREATS FROM YUNNAN AND FUKIEN.

RUMOURS OF EXECUTIONS.

[FROM OUR CHINESE CORRESPONDENT.]

There are reports of uprising against the Kuomintang from various districts, but it is difficult at this stage to say whether they represent a serious revolt against the Government or are merely local signs of the disaffection and unrest which are known to exist throughout the Province.

It is stated that there is trouble near Pakhoi and in the sand fields of Heungshan. The Kuomintang is sending the gunboats *Ping Tang* and *Min Tsui* to Pakhoi and details from the 5th Army Corps to Heungshan. The rising in Heungshan is said to have been subsidised by an "anti-Bolshevik Association" and is being undertaken by a number of pirate *tongs*.

YUNNAN.

The forces of General Tang Chi-yao, Tuchun of Yunnan, who is co-operating with Marshal Wu Pei-fu, have reached Lu-yi. The Kuomintang is defending its territory at Posch and Lungchow. As is known, it is General Tang Chi-yao's plan to invade Kwangsi.

EASTERN DISTRICTS.

The Shanghai branch of the Kuomintang is asking General Sun Chuan-fang, Tupan of the Kiangsi and Chekiang provinces, to remain neutral in the present conflict between the Kuomintang and the "anti-reds," and it is not believed, in Canton, that he will give any assistance to General Chan Kwing-ming who is believed to be heading a movement against the Kuomintang in the Chaochow district (Swatow).

FUKIEN.

It is reported in Kuomintang circles that the Fukien military authorities are sending troops to attack Kwangtung from two directions and that they are raising funds through special taxes on opium growing. On the other hand, it is stated that the Fukien people are opposing their authorities in this scheme and that the members of the Kuomintang in Fukien will rally to the support of their party when the opportunity presents itself.

The Kuomintang is dispatching agents to Amoy to strengthen its branch there.

HUNAN.

Kuomintang reports in Canton say that General Chiang Kai-shek inspected the lines on the Hunan front and was to order a general offensive on the 17th. From other reports, however, it would appear that General Chiang Kai-shek did not remain in Changsha but went back to Hengchow, after a formal visit to the Hunan capital.

The *communiqué* issued by the Canton Information Bureau on August 16th was as follows:—

> "The Nationalist Government yesterday received a telegram from the Commander-in-Chief of the Nationalist Army, General Chiang Kai-shek, announcing his arrival at Changsha.
>
> "A decisive development in the national situation may now be expected."

LABOUR QUIET IN CANTON.

Since the arrest of a considerable number of labour leaders, including the Vice-Chairman of the Central Labour Union, there has been no further street fighting of any consequence. On August 14th the last of the Unions who suspended work to carry on the labour "war," resumed their ordinary business, and the several hundred "special fighters" who were engaged by the unions to occupy the front line in the battles have now all left the city for their homes in the districts. The Kuomintang is to assemble a special court to try Chan Sum, the Chairman of the Central Labour Union, on a charge of having incited the conflicts which resulted in a number of deaths.

RUMOURED EXECUTIONS.

Rumours are again current that certain political leaders, who have been imprisoned, have met their death by execution. Among them is said to be General Wu Te-chen, Mr. Sun Fo's close friend and former Chief of Police in Canton. As Mr. Sun Fo has made no announcement on the subject it is hoped that the report is incorrect. It is stated also that Mr. Kwok Man-hing, who was charged with being one of the conspirators in the assassination of Mr. Liao Chung-hoi, the late Kuomintang Labour Chief, has been executed.

"PASS THE BUTTER."

COURT SEQUEL TO SHIP'S DINING-ROOM INCIDENT.

"PIGS AND PIGSTYS."

The passing of a plate of butter in the second-class dining-room of the R.M.S. *Empress of Asia*, and the passing of remarks regarding "pigstys and pigs," had a sequel at the Kowloon Magistracy yesterday afternoon, when an assault case came up for hearing before Mr. J. H. B. Nihill.

The case arose out of an incident which occurred between two members of the ship's company who were at supper with others, in the second-class dining-room of the *Empress of Asia*, while the vessel was lying at a Kowloon wharf on the 10th inst., prior to sailing for Manila.

Mr. H. J. Harper, the vessel's engine-store-keeper, summoned Mr. F. Outred, the deck-storekeeper, for assault, alleging that Mr. Outred struck him on the face and broke his glasses, following words over a request by the boatswain to have the butter passed.

Mr. Harper said that he was sitting in the dining-room, having supper with other members of the ship's company. At the time the liner was alongside the Kowloon Godown Company's wharf, before sailing for Manila. He, defendant and the boatswain were sitting at one table. Witness was sitting on the left of the defendant, with the boatswain on the defendant's right.

BUTTER AND PIGSTYS.

During the meal, the boatswain asked witness to pass the butter. Witness picked the butter up and held it in front of the defendant. Defendant took no notice of it, and witness then placed the butter on the table and pushed it along to the boatswain. The boatswain then asked witness if he was throwing the butter at him. Witness replied that he was not, and stated that defendant had refused to pass it along.

Defendant then remarked that he had not seen it, and that the place was not a pigsty but a dining-room.

Complainant retorted that it was not his fault, and he could not help it if pigs were there.

Complainant alleged that following these remarks the defendant assaulted him, by getting up from his seat and striking him in the face, as a result of which a pair of glasses, witness was wearing, were broken. Witness then left the room and reported the incident. As a result of the blow he had a discolouration mark under his left eye.

Various witnesses, who were in the dining-room at the time, gave corroborative evidence of complainant's story.

ONLY PUSHED.

Defendant said that when the remark was passed by complainant regarding pigs being there, he told complainant to "cut it out." At the same time he pushed complainant, and the chair, being a circular one, capsized, complainant falling with it. Defendant denied striking complainant, and said he did not break his glasses.

In reply to complainant, defendant said he did not say he did not see the — butter passed to him. He used no profane or lurid language at the time about the matter.

Complainant: Did you not say this is no — pigsty.

Defendant: The remark passed was "we are no pigs here."

Complainant: Did you not jump up and give me blows and knock my glasses off?

Defendant: No; I did not get up. I only pushed you.

In answer to Mr. Nihill, defendant said he did not get off his chair until complainant had left the room.

In answer to a question by complainant as to whether he was in a normal condition, defendant said he had one drink before supper, but had nothing to drink with his supper.

OTHER EVIDENCE.

Mr. D. H. Vittery, the boatswain, corroborated the story with regard to "passing the butter." Witness said he remarked "You don't have to throw the butter." Defendant said "This is not a pigsty." Witness went on to say that defendant did not rise from his chair. He only pushed complainant, who fell when the chair collapsed.

(Continued on next column.)

THE WEATHER.

YESTERDAY'S REPORTS.

Further intelligence concerning the typhoon was contained in the Observatory report issued at 11.05 a.m. yesterday, and which was as follows:—

8.15 a.m.—Warning typhoon in Lat. 27 N., Long. 125 E., filling up, position uncertain.

The northern typhoon is now north of Chefoo, moving northward.

The southern typhoon has filled up.

Pressure has decreased considerably from N.E. China to N.E. Japan, moderately over central Japan and slightly from the Philippines to Guam. It has increased considerably over E. China, moderately over Formosa and S. China and slightly over the Loochoos.

MANILA TELEGRAM.

From the U.S. Consulate-General we have received the following Manila telegram:—

16th, 10.00 a.m.—Cyclone or typhoon W. of Bashi Channel, moving N.N.E. Typhoon in about 119deg. Long. E., 31deg. Lat. N., moving N.N.W.

16th, 8.00 p.m.—Cyclone or typhoon near or over Northern Formosa, filling up.

LAST NIGHT'S REPORT.

The weather report, forecast and remarks, issued by the Royal Observatory at 6.30 last evening, read as under:—

The typhoon is now west of Vladivostock. A depression remains over China.

Local forecast: S.W. or variable winds, moderate, fair, risk of thunder showers.

TRAFFIC CASES.

EUROPEAN MOTORISTS BEFORE THE COURT.

Before Mr. J. H. B. Nihill, at the Kowloon Magistracy yesterday, Mr. A. A. Botelho was fined $3 for failing to have full control of his motor-car, and $2 for failing to have the rear light of his car illuminated. It was stated that the defendant, who was driving, had two ladies seated next to him, thus preventing him from having full control of the car.

NO LICENCE.

For failing to have a driver's licence, Mr. W. A. Bennett of the Kowloon Tong Development Company, was fined $10.

Acting Sub-Inspector Smith said that the defendant formerly possessed a licence, when driving at Home, but he had never had a licence in Hongkong. He was driving along Prince Edward Road, and knocked down a young boy, who was, however, only slightly injured.

The defendant said he had some urgent business to perform, and, his driver not being in the office, he drove the car himself.

CONSUL'S WIFE.

Mr. Curtiss of the Duro Motor Garage at Kowloon was charged with allowing an unlicensed person to drive a motor car. The person in question was stated to be the wife of the German Consul at Canton. Defendant argued that the lady had a learner's licence, this being obtained on the afternoon of the day that they were summoned. Mr. Curtiss was dismissed with a caution.

Mr. Geldant was fined $7 for driving a car on the wrong side of the road, and $3 for failing to produce a driver's licence.

Mr. N. F. Fraser, Master-at-Arms on the *Empress of Asia*, went into the box as an independent witness. He said he witnessed the passing of the butter by complainant. Words ensued, and he heard something said about "pigs" by defendant and complainant. The next thing he saw was the complainant's chair go over, and complainant lying on the floor.

Witness, in reply to questions by Mr. Nihill, said that no bad language was used until after complainant left the room, but after this there was an argument between the defendant, the boatswain and the ship's carpenter.

THE FINDING.

Mr. Nihill: I find that the complainant fell to the floor by reason of a push from the defendant. Therefore, in law, the charge of assault has been established. The complainant suffered slight injury to his face and his glasses were broken. The defendant must pay for that damage, which I assess at $3. (Complainant had previously valued his glasses at $12.50.) Mr. Nihill added: I do not propose to make the usual binding order in this case.

H.K. AMUSEMENTS, LTD.

RE-ORGANISATION OF SHARES MEETING.

ADJOURNED "SINE DIE."

The proposal regarding the re-organisation and consolidation of the share capital of the Hongkong Amusements, Ltd., has not been proceeded.

A week ago, it will be recalled, an extraordinary meeting was held after the annual meeting of shareholders, when the resolution to approve the re-organisation of the shares of the Company was put forward. Mr. Lo Kam, who had arrived late that morning by the *Empress of Asia* from Shanghai, opposed the resolution.

An amendment was put forward, and the ultimate decision was an adjournment of the meeting until yesterday.

When the adjourned meeting took place yesterday at noon, there were present Mr. James H. Backbone (Chairman), Mr. Lo Kam, Mr. R. E. Ost, Mr. J. M. Noronha and Mr. H. W. Ray (directors), Mr. C. S. Rosselet (secretary) and Mr. H. H. Priestley, Mr. S. C. Tam and Mr. Wong Ping Sun (shareholders).

The Secretary read the notice convening the adjourned meeting and the resolution for re-organising the share capital, which had been put forward at the previous meeting.

THE RESOLUTION.

The resolution was as under:—

> "That the 8,000 Deferred Ordinary Shares of $5 each and the 16,000 Preferred Ordinary shares of $10 each in the Company be re-organised and consolidated into one class of 20,000 shares of $10 each to be called ordinary shares and to rank as regards dividend and capital *pari passu*, and each share to confer one vote and that the Company's Memorandum and Articles be altered accordingly."

The CHAIRMAN said: Gentlemen,—It is necessary for us to have 75 per cent. of the issued share capital represented, either in favour of or against. As a matter of fact there is not a sufficient representation present to obtain a 75 per cent. majority. It is, therefore, not possible to proceed to vote. Consequently the only thing to do is to adjourn this meeting *sine die*, and drop the special resolution for the present. Another meeting will be called in the future if necessary.

The meeting was then adjourned *sine die*.

HONGKONG'S HEAT.

NOT A RECORD.

CATTLE SUCCUMB.

Although the Observatory temperature figures show that there has been no record heat wave this year, it has been reported that in two separate instances live stock have perished.

In Kowloon a farmer has reported that four pigs succumbed to the heat, while one-fifth of the cattle on the s.s. *Chung Hing*, from Kwang Chow Wan, died during the voyage here a couple of days ago. There were originally 200 head of cattle on board, but when the boat arrived at Hongkong, over 40 carcases had to be removed for burning at the slaughter house.

The highest shade temperature recorded this year at the Royal Observatory was recorded on Monday. At 1 p.m. the shade temperature was 92. While this is fairly high it is by no means a record for August. The record is 97, on August 19th, 1900.

PROPERTY SALE.

There were two property sales at the China Auction Rooms yesterday afternoon, these being Nos. 8 and 10, U Lok Lane, and Nos. 11 and 12, U Lok Lane, respectively.

Mr. E. V. M. R. de Sousa was the auctioneer, and in each instance the properties were sold by order of the mortgagee.

Nos. 9 and 10, U Lok Lane, were first put up. This property is registered in the Land Office as Sub-Section 2 of Section A of Inland Lot No. 682. The premises are held for a term of 999 years from June 25th, 1861. The area is 1,277 square feet, and the annual Crown rent $8.40.

The upset price was $5,000, with bids of $200 acceptable. After several bids of this amount, Mr. U Seung, of No. 96, Jervois Street, became the purchaser for $7,700.

Nos. 11 and 12, U Lok Lane, are registered at the Land Office as Sub-Section 2 of Section B of the same Inland Lot. The premises are held on the same terms as in the case of the other property. The area is 1,277 square feet and the annual Crown rent is also $8.40.

The upset price in this case was also $5,000, and bidding progressed by stages of $200, Mr. U Seung eventually becoming the purchaser for $8,200.

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WINES & SPIRITS
SHIP FURNISHING
SHIP CHANDLERY
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Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of co sumption.

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English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for xtra. profit—do not accept it. Insist on having VETARZO. The genuine has words VETARZO REMEDIES" on Government Stamp. Sold by LEADING CASH CHEMISTS.

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INTIMATIONS.

G. R.

NOTICE.

PEAK, CONDUIT & ROBINSON ROADS DISTRICTS.

IT IS HEREBY NOTIFIED that On and After WEDNESDAY, the 18TH INSTANT, A CONTINUOUS WATER SUPPLY will be Attempted in the PEAK, CONDUIT and ROBINSON ROADS DISTRICTS.

About Three Quarters of the Total Normal Supply will then be Available and Consumers Must Reduce their Consumption to Three Quarters of their Normal Supply.

In the event of This Average Available Supply being Exceeded, Restriction will be Introduced without Further Notice and An Intermittent Supply will again be Enforced.

The Advantages of A Continuous Supply are obvious and it is hoped that Consumers will Loyally Co-operate with Government to Prevent Waste.

HAROLD T. CREASY,
Water Authority.

Public Works Department,
Hongkong, 16th August, 1926. [3870

BASEBALL
AT HAPPY VALLEY.

ALL STAR FILIPINO TEAM:—
v. ALL HONGKONG—
WEDNESDAY, AUGUST 18TH.
COMMENCING AT 4.30 P.M.

ADMISSION:—
FIFTY CENTS.
Soldiers and Sailors in Uniform...30 CENTS.
Children... ... ...30 CENTS.
LADIES FREE. [3863

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION
OF THE
VALUABLE LEASEHOLD PROPERTY

Situate at Victoria, Hongkong, and known as No. 606, QUEEN'S ROAD WEST, erected upon THE REMAINING PORTION OF INLAND LOT No. 1659,
TO BE SOLD BY
PUBLIC AUCTION
ON
WEDNESDAY, THE 25TH DAY OF AUGUST, 1926, AT 3 O'CLOCK P.M.,
AT THE
CHINA AUCTION ROOMS,
No. 4, DUDDELL STREET, VICTORIA, HONGKONG.
BY
MR. E. V. M. R. DE SOUSA, Auctioneer.

The Property consists of:—

All That Piece or Parcel of Ground situate at Victoria aforesaid registered in the Land Office as THE REMAINING PORTION OF INLAND LOT No. 1659, together with No. 606, QUEEN'S ROAD WEST erected thereon. The Property is held for the Unexpired Residue of a Term of 75 years from the 12th NOVEMBER, 1900 (Renewable for One Further Term of 75 years) created by an Indenture of Crown Lease dated the 24th DECEMBER, 1901, and made between HIS LATE MAJESTY KING EDWARD VII of the one part and WOO YIU NAM and TSUI WAN KWAI of the other part. Annual Crown Rent: $15.00. Area: 739 square feet.

For further Particulars, Apply to—
MESSRS. JOHNSON, STOKES & MASTER,
Mortgagees' Solicitors,
OR TO
MR. E. V. M. R. DE SOUSA,
Auctioneer.
Hongkong, 14th August, 1926. [3865

WANTED.—QUALIFIED ASSISTANT by Established Firm of CHARTERED ACCOUNTANTS in MANILA —Single, with Initiative. Interview can be arranged in HONGKONG, 23RD AUGUST, 1926. Reply—Box No. 3868, c/o *Hongkong Daily Press.* [3868

HOUSES

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C7—Glenealy, 9 rooms.
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M13—Wanted 6/8 roomed House, Caine Road.
G5 Y4 —Houses and Flats Peak, Mid-level.
R9—House wanted on Crest of Peak only.
R10—Furnished House or Flat on Peak.

FLATS

W4—Babington Path........................$100, 110, 125
L1—Cameron Road, 3 rooms........................$110
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M12—12/16 rooms, Kowloon.
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PREPAID "WANTED" ADVERTISEMENTS.

TO LET.—From First September, "STOWFORD No. 2," 46, BONHAM ROAD, Three Stories. Six Rooms, Five Bath Rooms, Kitchen, Servants' Quarters.—Apply to DEACONS, Prince's Building. [198

TO LET—Quiet European FLATS at Tung Hing Road, opposite to the MOTOR CYCLE EXCHANGE. Cheap Rents Ranging from $35.00 to $45.00 Per month. Also European FLATS at "KA CHUEN" BUILDING Nathan Road, at Moderate Rate. Apply to—THE KA CHUEN LAND ESTATE, 22, Tung Hing Road, KOWLOON. [97

INTIMATIONS.

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"WHITE LABEL"
FINEST
SCOTCH WHISKY
OF GREAT AGE.
AWARDED 50 GOLD AND PRIZE MEDALS.

DEWAR'S
"VICTORIA VAT"
THE VERY FINEST OLD
SCOTCH WHISKY
As supplied to the Houses of Lords and Commons.

SOLE AGENT:—
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Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 18TH, 1926.

HONGKONG, SHANGHAI AND HYGIENE.

THE outbreak of cholera in Shanghai and up the West River directs the attention once more to the means at the disposal of the authorities for combatting such outbreaks.

Shanghai is from many points of view not nearly such a desirable residential spot for the foreigner as Hongkong. Here we have the *cordon sanataire*, a fine stretch of water around us, while the nearest large Chinese settlement with the characteristic primitive sanitary methods is a considerable distance away. Shanghai is situated close to the native city, which, unless it has been transformed in the last few years, must be the most fertile breeding ground imaginable for all manner of germs. The inhabitants, who survive there, must have gained immunity from more diseases than other people for they are being continuously exposed to infection. From a sanitation point of view Shanghai, therefore, would seem to be in worse plight than Hongkong, which has control of the whole area affecting its well being. On the other hand Shanghai is safer in the economic crisis, for where there are so many exits and entrances it is very difficult to establish and maintain an effective boycott or strike for any great length of time.

Hospital accommodation and medical supplies are no doubt adequate to deal with any ordinary outbreak in both places, but, of course, the best weapon for such enemies of health is prevention by the spread of knowledge, which aims at the abolition of such conditions as promote diseases of this type. It is estimated that 20 per cent. only of preventible disease in England can be met by the best experts using the best measures, 80 per cent. is uncontrolled until the public is enlightened. If it is felt that the dissemination of such knowledge is necessary in England through the schools, how much more is it necessary here where such deadly diseases as malaria, typhoid, plague, small-pox and cholera are continually threatening us. If we emphasised the laws of health as much as the laws of syntax we would only be doing our duty. The school is an excellent medium for the distribution of the knowledge of hygiene. One of the first principles of education is the acquisition of knowledge that will conserve the health of the body. The work of the school must get back into contact with the realities of life from which there has been a too strong tendency to separate it. No boy or girl ought to pass through schools controlled by the government without going through a course in hygiene which will enable them to realise the dangers of living in unsanitary conditions and also give them an elementary knowledge of the diseases just mentioned and their cause.

Excellent films are now available showing in a vivid and impressive way how the house fly, for example, spreads the diseases which are responsible for so many deaths. It would be an excellent thing if such illustrations were obtained and exhibited in our schools. In Manila there used to be a standing illustration of a native house as it generally was and another as it ought to be. The Americans in the Philippines spend considerable sums of money on propaganda work of this kind. They believe in the value of hygiene and spread knowledge through the schools, by books, charts, films, lectures and frequent health exhibitions which demonstrate what is and what might be if people would take only ordinary care and carry out the instructions.

The Western Powers have a mission to the East in this respect. It is the type of knowledge about the value of which there is no difference of opinion. Every agency that can be utilised in the dispersal of this knowledge whether it be the Boy Scouts, Girl Guides or St. John's Ambulance Brigade should be enrolled in this cause, but above all the school ought to be made the most effective medium. A certain amount, of course, is done and has always been done, both formally and informally in this way but there is need for an intensification of the campaign against disease. As a subject in examinations, hygiene should become at least as important as say mathematics or geography for its practical value is very much higher.

* * *

The second engine at the Pokfulam pumping house has now been repaired, and from to-day residents of the Peak are enabled to secure 75 per cent. of the normal water supply.

A Chinese was fined $50, with the alternative of four weeks' hard labour at the Central Magistracy yesterday, for cutting trees on a Government plantation at Mount Parker.

At the Central Magistracy yesterday, a Chinese was sentenced to three weeks' hard labour for appropriating a champagne bottle opener, which he found in the old premises of Messrs. Lane Crawford, Ltd.

The following forthcoming weddings are announced:—Mr. David Christian Wilson, residing at No. 67, Nathan Road, Kowloon to Miss Hilda Bell, of 118, Queen's Road, Wimbledon, S. W. 19, Mr. Percy John Austin, of the Chinese Maritime Customs, to Miss Winifred Suckling, who will arrive by the s.s. *Khyber.*

Mr. Robert Chatterton Wilcox, of Sutton, Surrey, England, who died on September 22nd, 1925, left estate in Hongkong valued at $103,400. His English estate amounted to £45,404. The resealing of the will has been granted in Hongkong to Mr. W. E. L. Shenton, the lawfully appointed attorney of deceased's widow, Mrs. R. P. E. Wilcox, to whom all the estate was bequeathed.

The Chinese, who is charged with killing a fellow-lodger by pouring boiling water over him while he was asleep, was further remanded at the Central Magistracy yesterday.

A case, in which a Chinese claims for the recovery of $280 which he alleges he paid into two Money Loan Associations, was continued before Mr. Justice Wood at the Summary Court yesterday. The defendant, who had been previously represented, was absent. At a previous hearing he alleged that his wife, since dead, had been the head of the Associations. The case was adjourned. Mr. D. McCallum represented the plaintiff.

Passengers for the Far East, including Hongkong, who travelled by the French Mail s.s. *Fontainebleau* arrived yesterday by the Messageries Maritimes s.s. *Amazone*, which is of the same line as the ill-fated vessel, which, as previously recorded, was destroyed by fire in July at Djibouti, a port in French Somaliland, whilst she was on her way to the Far East. Full particulars of the fire were given last week, including interviews with the passengers. Among the passengers was Mr. O'Toole, of the Shanghai Police Force.

The cases in which the Kwong On Firm and the Wing Tai Firm, referred to in yesterday *Daily Press*, were summoned for an infringement of a trade mark, in respect of "Ajinomoto," an "epicurean powder," were concluded at the Central Magistracy yesterday afternoon, before Mr. R. E. Lindsell. The defendant in the case of the Kwong On Firm was discharged, but an order was made by his Worship for the confiscation of the alleged forged tins of "Ajinomoto" powder. The summons, in respect of the Wing Tai Firm, was withdrawn principally because of lack of evidence.

THE WATER SUPPLY.

PRESENT POSITION.

AN APPEAL TO HOUSEHOLDERS.

The Public Works Department are distributing leaflets to householders on the higher levels explaining the present position regarding the water supply, and appealing to them to exercise supervision in order that water may not be wasted.

If water is used economically it will be possible to maintain the constant supply to the Peak, Conduit and Robinson Roads which is being started to-day. If there is extravagance there will be no alternative but a return to the intermittent system of supply, with consequent inconvenience to everyone concerned.

The text of the leaflet is as follows:—

Repairs to No. 2 pump at the Pokfulam Road Pumping Station having been completed, it is now possible to augment the supply to the Peak, Conduit Road and Robinson Road Districts.

On and after Wednesday, the 18th instant, a continuous or twenty-four hours' supply will be attempted, although the average supply available will then only be three quarters of the average normal supply.

To make this supply a success, consumers will require to exercise a certain amount of oversight over their servants, so that individual house consumption will be reduced to three quarters of the previous normal consumption.

An approximate figure for normal supply can be obtained on application at the Office of the Water Authority.

It is suggested that the surest way of checking over-consumption is to read the meter daily, a matter of a few seconds only, and having arrived at a figure for daily consumption insist that this figure be not exceeded.

A meter has four dials indicating tens of thousands, thousands, hundreds and tens of gallons. To read the meter commence with the tens of thousands and work down to the tens, reading the lower figure on each dial in every case. For example, if the pointer is between 6 and 7, six would be read, or if between 0 and 1 zero would be read and so on.

The advantages of a continuous supply apart from the general convenience of having water in the taps at all times are many, including a fair distribution throughout all districts even in the highest houses, cleaner and purer water, less damage to mains and house services.

Should the average available supply be overdrawn, there will be no alternative but a return to the intermittent system of supply.

It is hoped that consumers will loyally support Government in this matter.

A notice in Chinese explaining the necessity for water economy accompanies this leaflet and it is requested that it be posted in a prominent place in the Servants' quarters.

It is not anticipated that a normal full supply will be available for at least six months.

HAROLD T. CREASY,
Water Authority.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

GOVERNOR-GENERAL OF KOREA.

STORY OF ASSASSINATION UNTRUE.

KOREANS ARRESTED.

TOKYO, August 17th.

It is officially learned that the plot to assassinate the Governor-General of Korea, which the *Nichi Nichi* reported last night, is untrue, though it is confirmed that nine Koreans have been arrested at Taikyu and three at Tokyo, all of whom have been charged with conduct subversive to good order.

AN INTERCEPTED LETTER.

TELLS OF THE KUOMINCHUN'S PLIGHT.

PEKING, August 17th.

It is reported that the Metropolitan Police have intercepted a letter addressed to a prominent Kuominchunite in the Legation quarter, in which it is stated that the Kuominchun intend to evacuate Kalgan and Suaiyuan and retreat to Lanchow and Nanghsia. It is added that they are presently digging in along the Yellow River to the West of Paotaochen with a view to warding off Shansi columns.

Tien Wei Chen's representative at Peking confirms the fall of Huailai. He received a telegram yesterday night announcing that Wu Shih Chien, Tien Wei Chin's Chief of Staff, had captured Huailai yesterday.

Ma Chi Ti reports that his forces are driving back the Kuominchun in the direction of Chulo, which he hopes to capture shortly.

The Cabinet has allocated $40,000 reward to the Fengtienites, who had captured Nankow and Chi Yun Kuang.

SPLENDID WORK BY THE FENGTIEN TROOPS.

PEKING, August 17th.

Foreign military experts, who inspected the Nankow Pass, were amazed at the strength of the position and impressed at the feat performed by the attacking forces in dislodging the Kuominchun.

The latter had an exceedingly strong and well-constructed trench system, which was provided with shrapnel proof dug-outs and barbed and live electric wire, and all the latest improvements, spread out like a great fan to a distance of twelve miles round the entrance of the pass and terrain. It afforded undoubted evidence of the power and accuracy and the volume of the Fengtien artillery, and there appeared little doubt that the Kuominchun were literally blown out of their positions.

The place is reminiscent of a battle-field in France, it being evident that the Kuominchun gave a good account of themselves to the Fengtieners. It is reported that they lost two thousand in casualties in capturing this most formidable redoubt, which is in the nature of a key position.

SHANGHAI'S CHOLERA OUTBREAK.

NEWSPAPER REPEATS CHARGES.

SHANGHAI, August 17th.

The *North China Daily News* replies to the letter from the Chapei Waterworks Company, repeating the charges contained in its leading article of the 13th instant.

SALT GABELLE.

NEW ASSOCIATE CHIEF INSPECTOR.

PEKING, August 17th.

Mr. F. Hussey Freke, for many years Secretary of the Haiho Conservancy at Tientsin, signed a contract on Sunday evening as Associate Chief Inspector of the Salt Gabelle. He assumed office on Monday morning.

U.S.S. "ASHVILLE" SAFE.

SHANGHAI, August 16th.

The U.S. gunboat *Ashville*, which was caught in a typhoon, is safe and is proceeding to Shanghai under her own steam.

JAPAN AND THE SOVIET.

JAPANESE GOVERNMENT'S PROTEST.

"PREPARED TO RETALIATE."

[THROUGH REUTER'S AGENCY.]

TOKYO, August 17th.

The Japanese Government is lodging a strong protest with the Soviet because of the latter's confiscation of two Japanese vessels on July 5th and the imprisoning and fining of the captains on the ground that they had been poaching within the twelve-mile limit.

Quoting precedents, the Japanese Government protests and demands the release of the vessels, the reimbursement of the fines and compensation for loss due to arbitrary Soviet action, together with a pledge against a repetition.

It is reported that the Foreign Office is prepared to retaliate if the demands are ignored.

THE CALCUTTA POLICE

CONDUCT DURING RECENT DISTURBANCES.

CALCUTTA, July 3rd.

His Excellency Sir Hugh Stephenson, Acting Governor of Bengal, held this morning a parade of the Calcutta police force in order to present the King's Medal to Mr. J. E. Armstrong, Acting Commissioner of Police, and Constable Sewsaran Singh. The scene was picturesque. The parade was drawn up on three sides of the square to the north of the Police Headquarters. A Guard of Honour, consisting of sixty sepoys of Calcutta Armed Police was drawn up on the south side of the parade ground. On His Excellency's arrival the Guard presented arms and bugles sounded the Royal Salute. After inspecting the guard of honour and the parade, His Excellency shook hands with several Deputy and Assistant Commissioners and Captain Westbrook of the Fire Brigade.

His Excellency, addressing Mr. Armstrong, Commissioner of Police, and officers and men of the City Police Force, paid a glowing tribute to their services during the recent riots and added: I know what a strain the riots placed upon you and how cheerfully you undertook your duties, frequently without rest for days. It was on you that both the Government and the public relied during those troublous times and, as is the way of the world, you have been subjected to a torrent of fierce criticisms. I have always maintained that one black sheep among the police does more harm to the Government than is undone by the good work of ten loyal officers, and no Government can afford to do anything but sternly punish any established failure to carry out the duties of the force in the protection of the public, but if you have great responsibilities you have also rights, and you can claim from the Government to be supported in the execution of your duty and to be protected from baseless and, not infrequently, purely malicious charges. I know myself to what extent the bitter communal feeling that prevailed distorted judgment and even the perceptions of both sides. Nevertheless, every charge that could be investigated and that seemed to have some one responsible to vouch for it has been enquired into. In a few cases where there are grounds for proceeding further there will be no desire to shield any one who is found guilty, but this examination of the charges levelled against you either as individuals or as a force has, in the opinion of the Government, completely vindicated the Calcutta Police. You have been tried highly and have come through the ordeal with flying colours.

The cases in which the Kwong On Firm and the Wing Tai Firm, referred to in yesterday's *Daily Press*, were summoned for an infringement of a trade mark in respect of "Ajinomoto," an "epicurean powder," were concluded at the Central Magistracy yesterday afternoon, before Mr. R. E. Lindsell. The defendant in the case of the Kwong On Firm was discharged, but an order was made by his Worship for the confiscation of the alleged forged tins of "Ajinomoto" powder. The summons, in respect of the Wing Kai Firm, was withdraw principally because of lack of evidence.

THE TEST MATCH.

ENGLAND DO WELL IN 2ND INNINGS.

HOBBS SCORES A CENTURY.

A FINE PARTNERSHIP: ENGLAND'S LEAD.

[THROUGH REUTER'S AGENCY.]

The extraordinary interest being taken in the fifth and final Test Match, being played at the Oval between England and Australia, is evidenced by the fact that the attendance again reached 30,000 when the third day's play took place yesterday.

By the lunch interval yesterday England's score was 161 runs with all wickets still intact, and they were then 139 runs ahead, and Hobbs was three runs short of his century, with Sutcliffe 53.

The resumption of the match after lunch was featured by Hobbs attaining his century, the first to be obtained in the match, but he failed to add to his score before losing his wicket. When Hobbs wicket fell the lead had been increased to 150 runs, the score being 172 runs for the loss of one wicket.

When the match opened yesterday there were 13,000 people present. The wicket was then soft, following a heavy thunderstorm on the previous night. Later, however, the sun shone and dried the ground. Incidentally the attendance was more than doubled. Hobbs and Sutcliffe put up a fine partnership.

LONDON, August 16th.

The attendance increased from 30,000 before lunch to 33,000 after the interval.

Gregory was in for 100 minutes before he was taken at short leg by Stevens, off Tate's bowling.

His contribution was 73. (229 runs for 7 wickets). Collins's (Australia's Captain) score then stood at 60.

Gregory's innings was distinguished by his courageous straight driving. He hit 10 fours.

Oldfield joined Collins, but two overs later Collins was out, being beautifully caught by Stevens in the gully, off Larwood's bowling. As Oldfield had made 1, and Collins had added 1, the score then read 231 runs for 8 wickets.

Collins made a real captain's effort. He was very dogged, batting 3 hours and 43 minutes and hitting only 2 fours.

ENGLAND'S SCORE PASSED.

Grimmett went in to partner Oldfield.

Collins and Gregory having paved the way, it was left to this pair to pass England's score. Their partnership produced 67 runs.

Oldfield (wicket-keeper) and Grimmett (bowler) defied all the temptation of the English bowlers and remained together until the tea interval when Australia were 6 runs ahead of England. Out of the total of 286 runs for 8 wickets, Oldfield made 20 and Grimmett 32, both not out.

When Grimmett went in, Australia needed 49 runs to tie.

AUSTRALIA OUT.

After tea, Oldfield and Grimmett continued.

They put on another 12 runs (making 67 for the partnership) and then Grimmett was out. He was bowled by Tate (298 runs for 9 wickets).

Oldfield's individual total now stood at 29.

Mailey (the other bowler) was last man in. He did not score, but Oldfield made 4 more (total 33 not out) and then Mailey was caught at the wicket, by Strudwick, off Tate, bringing the innings to a close. (302 runs for 10 wickets).

ENGLAND GO IN.

At 5.30 p.m., Hobbs and Sutcliffe were sent in to open England's 2nd innings, 22 runs in arrear.

By 6 p.m. (*i.e.*, after 30 minutes' batting) they had wiped off the deficit.

Then they both became cautious.

They remained together till stumps were drawn for the day and England were then 27 runs ahead again, with all wickets intact.

The score at the close was 49 runs for no wicket. Hobbs was 28 and Sutcliffe 20, both not out.

(Continued on next column.)

COUNTY CRICKET.

SURREY AND NORTHANTS TRIUMPHANT.

[THROUGH REUTER'S AGENCY.]

LONDON, August 16th.

Playing at Cheltenham, Surrey defeated Gloucestershire by 97 runs.

The scores were:—

Surrey, 198 and 171.
Gloucester, 200 and 72.

This was a match in which the bowling predominated. Fender was the only man to make a stand in Surrey's first innings, making 53, whilst Peach made the only stand in the second, with 61 not out. Parker had a fine bowling average, taking six wickets for 107 runs in the first innings and five wickets for 96 runs in the second.

Dipper made 91 for Gloucester. Fender took four wickets for 47 runs in the first innings and four for 25 in the second.

GLAMORGAN *v.* NORTHANTS.

Playing at Cardiff against Glamorgan, Northamptonshire won six wickets.

The scores were:—

Glamorgan, 140 and 122.
Northants, 149 and 177 for four wickets.

In Glamorgan's first innings, Turnbull made 57, whilst Thomas took six wickets for 27 runs.

For Northants Jupp made 56.

YESTERDAY'S PLAY.

LONDON, August 17th.

The wicket was soft after a heavy thunderstorm during Monday night, but there was an easy 13,000 present at the Oval when the third day's play opened.

There was slow and cautious batting, Sutcliffe being at the wicket for 40 minutes before he succeeded in scoring. The score then stood, Hobbs 68, Sutcliffe 37, with all wickets still in hand (113 runs for no wicket). England had then added 64 to the close of play score on Monday and were 91 runs ahead on Australia's first innings total.

LATER.

Later the attendance increased to 25,000.

By this time the sun's influence on the wicket was more apparent.

Sutcliffe greeted the arrival of H.R.H. the Prince of Wales with a beautiful cover drive off Grimmett and reached 50 after 135 minutes, simultaneously sending up the score to 150.

At the lunch interval the score read:—161 runs for no wicket, Hobbs having contributed 97 runs and Sutcliffe 53 runs.

HOBBS' CENTURY.

When the match was resumed after lunch there were 30,000 spectators present at 3 o'clock.

Macartney and Gregory were bowling and Hobbs received a tornado of applause when he reached his century, the Australians joining in. A beautiful ball from Gregory, however, removed the off bail of Hobbs wicket before he could make any further addition to his score.

Hobbs played a brilliant and most skillful innings, which lasted for 221 minutes, and during which he hit 10 fours.

The score was then 172 for the loss of one wicket and England were then ahead by 150 runs.

At the tea interval the score was 296 for 3 wickets, England leading by 274.

THE SCORES.

The scores are as under:—

ENGLAND—1ST INNINGS.

J. H. B. Hobbs, b Mailey	37
F. E. Woolley, b Mailey	18
E. Hendren, b Gregory	8
H. Sutcliffe, b Mailey	76
Mr. A. P. F. Chapman, c Oldfield, b Mailey	49
Mr. G. T. S. Stevens, c Andrews, b Mailey	17
W. Rhodes, c Oldfield, b Mailey	28
G. Geary, run out	9
M. W. Tate, b Grimmett	23
H. Larwood, c Andrews, b Grimmett	0
Strudwick, not out	4
Extras	11
Total	280

BOWLING.

Gregory took one wicket for 31 runs; Grimmett 2 for 74 runs; Mailey 6 for 138 runs; Macartney 0 for 16 runs; and Richardson 0 for 10 runs.

AUSTRALIA—1ST INNINGS.

W. Bardsley, c Strudwick, b Larwood	2
C. G. Macartney, b Stevens	25
W. H. Ponsford, run out	2
T. J. E. Andrews, b Larwood	3
W. M. Woodfull, b Rhodes	35
H. L. Collins, c Stevens, b Larwood	61
A. J. Richardson, c Geary, b Rhodes	16
J. M. Gregory, c Stevens, b Tate	73
W. A. Oldfield, not out	33
C. V. Grimmett, b Tate	35
A. A. Mailey, c Strudwick, b Tate	0
Extras	17
Total	302

BOWLING.

Tate took three wickets for 40 runs; Larwood three for 82 runs; Geary 0 for 43 runs; Stevens one for 85 runs; Rhodes two for 35 runs.

ENGLAND, 2ND INNINGS.

Hobbs, b Gregory	100
Sutcliffe, not out	125
Woolley, b Richardson	27
Hendren b Grimmett	15
Chapman, not out	10
Extras	19
Total (for 3 wickets)	296

BRITISH COAL DISPUTE.

DELEGATES IN CONFERENCE.

CONSIDERING FUTURE POLICY.

[THROUGH REUTER'S AGENCY.]

LONDON, August 16th.

The Miner's Delegates Conference, after discussing the reports of the district voting on the Bishops' Memorandum, adjourned until to-morrow without a decision being reached regarding the Federation's next step.

DRIFTING BACK.

LONDON, August 16th.

The miners continue drifting back to work.

Three collieries in Shropshire have practically the whole complement of 1,680 working at 46 pits.

In Notts and Derbyshire 3,352 men were actually engaged in the production of coal on Saturday and a further 150 are working to-day.

In Lanarkshire, Warwickshire and Cannock, 5,588, 5,880 and 5,191 men respectively are working.

MORE ROUBLES.

MOSCOW, August 16th.

The Central Council of the Labour Unions have transferred to the British Miner's Federation, 200,000 roubles, making a total since the strike of 4,917,000.

[BRITISH WIRELESS SERVICE.]

DISTRICT VOTING.

RUGBY, August 16th.

The Miners' Federation Delegate Conference was in private session in London this afternoon for four-and-a-half hours to receive the reports on the recent voting and to consider the future policy of the Federation in regard to the coal stoppage.

A statement was issued later and said that the executives report on the district voting was given by the President of the Federation, Herbert Smith, and disclosed that the result was 367,640 against and 333,036 for, showing a majority of 34,614 against accepting the proposals for the settlement of dispute as contained in the memorandum of the Industrial Christian Fellowship.

Scotland, which would have returned a vote of 60,000, abstained, their objection being that they wanted a ballot instead of a district vote.

There was a long discussion on these reports, regarding the next step to be taken by the Federation. That discussion was not concluded when the Conference adjourned.

[THROUGH REUTER'S AGENCY.]

THE METAL TRUST.

NO RUPTURE: ONLY DIFFERENCES OF OPINION.

PARIS, August 17th.

The newspapers declare that negotiations for the formation of a Metal Trust have not led to a rupture, but France and Belgium have asked time to reconsider the question of signing an agreement until September 17th.

The majority of the French manufacturers regard the proposed quotas as satisfactory, but the Belgians protest that Luxemburg is favoured at their expense. The newspaper, *Le Journal*, however, suspects that Belgium is influenced by British abstention from the proposed syndicate.

IRON SYNDICATE.

HITCH IN NEGOTIATIONS.

PARIS, August 16th.

There is a hitch in the iron syndicate negotiation. The Belgians, who claim a bigger quota of production than is allotted to the Germans, have gone home.

COTTON INDUSTRY.

ACTION BY COTTON SPINNERS.

LONDON, August 16th.

The Federation of Master Cotton Spinners' Association has inaugurated a scheme for the protection of the American spinning section of the trade from under-cost selling. "Basic prices" which in effect are minimum prices, have been fixed for the standard quality of American cops and beams. Salesmen on the Manchester Exchange, representing the firms producing these yarns, have been instructed to quote prices coinciding with the Federation's list. The elimination of cheap sellers seems only a matter of time if the Federation members stand together. Federation and non-Federation concerns here promised loyal support.

MORE ABOUT THE KITCHENER "MYTH."

[THROUGH REUTER'S AGENCY.]

LONDON, August 17th.

The journalist, Frank Power, who for some months has been exploiting the story in a Sunday newspaper of Kitchener's fate after the torpedoing of the *Hampshire* off the North of Scotland during the war, recently went to Norway, where he declared the bodies of several of the *Hampshire* crew were washed ashore and buried. He returned with a case enclosing a coffin, in which he asserted had been exhumed and contained the Field Marshal's remains.

The authorities, who previously scoffed at the story, as the result of inquiries in Norway, then seized the case and ordered an inquest, which resulted in the discovery of a coffin, apparently new and which never had contained any remains.

[REUTER'S AMERICAN SERVICE.]

THE U.S. STATE SECRETARYSHIP.

MR. KELLOGG ANXIOUS TO RESIGN.

NEW YORK, August 17th.

According to the Washington correspondent of the *New York World*, close friends of Mr. Kellogg, State Secretary, state that he has already informed President Coolidge that he wishes to return to the practice of the law and resign when Congress is reconvened.

The correspondent adds that his successor has already been chosen and "naturally Mr. Houghton will step into the vacant secretaryship."

VANCOUVER FIRE.

HEAVY LOSS: FIREMEN INJURED.

VANCOUVER, August 16th.

Three firemen were injured and damage estimated at a quarter of a million dollars was done by a fire which destroyed the building housing the Guttapercha and Rubber Company, and the British and American Paint Company.

BRITISH CLAIM AGAINST U.S. GOVERNMENT.

MEXICO CITY, August 16th.

The Vera Cruz Terminal Company, which is British, is preparing to file claims against the American Government for several million dollars damages owing to the American occupation of Vera Cruz in 1914.

BRITISH TAXPAYERS' LOAD.

EFFECT OF CRUSHING WAR DEBT.

"Our American Oppressors" was a definition of the United States which was applied by Councillor Thomas White, of West Derby, in his presidential address at the annual meeting of the National Association of Assessment and Rating Authorities (England and Wales), at the Kingsway Hall on July 22nd.

The heavy burden of rating, the amount of unemployment, and the unfortunate economic circumstances surrounding us, he said, were due largely to the heavy burden of debt from which the British nation was struggling to divest itself as a consequence of the late war. He could not help thinking that a large measure of that debt was going to another nation, which prided itself on its liberty, fraternity, and equality.

Placarded throughout the land they had seen notices of a great film putting forward the prowess of that nation in the war. No one desired to belittle their military effort, but he would emphasise that the "Big Parade" mustered in that film was nothing to the big parade of distress and suffering that was being occasioned among the men in this country who won that war. Mr. Mellon, the Secretary of the American Treasury, was now going to visit London to inspect the victim and see how much more of the burden could be carried. "I think," Mr. White added, "a great parade of veterans in this country and of the suffering taxpayers might be organised to show him that it is really melancholia we are suffering from as the consequence of their definition of equality and fraternity. (Cheers.) Every man in this country has a common duty devolving upon him to try to get the great American public, who must be unaware of the awful pressure that is being exercised on this and other European countries by their Governments, to lift that pressure and get rid of the economic stagnation in this country, and to help us, as rating authorities, to lift some of the extra millions off the back of the ratepayers." In the year ended March last the total amount of exactions for local rates in England and Wales rose to £147,500,000. Before the war the total was £71,250,000. Thus, they saw what the ratepayers and industry were battling against.

PRIVATE AEROPLANES.

GARAGES TO SUPPLY OWNERS' REQUIREMENTS.

The uninitiated is frequently a little puzzled by the comparative scarcity of aeroplanes privately-owned and operated, and is apt to put down this scarcity to the high cost of purchasing the operating an aeroplane of any sort. In a measure, of course, he is correct, since flying is hardly yet a "poor man's game, says the aero weekly *Flight*.

On the other hand, there is probably, generally speaking a somewhat exaggerated idea of the expenses which need be incurred, and the limited amount of private flying in the past was not solely due to the cost. Before the owner of a private aeroplane can begin to enjoy to the full the pleasures which his machine can, and should, give him, he must be assured of suitable aerodromes in all parts of the country on which he can alight, and at which he can find accommodation for his machine during his absence, as well as having such minor repairs or inspections attended to as may reasonably be expected in any mechanically-propelled vehicle.

AERO "GARAGES."

In the past, it is fairly safe to assume, not the least obstacle of the popularisation of private flying has been the absence of suitable aero "garages," and it is for this reason that we welcome, as an event of considerably greater importance than might appear at first sight, the official opening, on June 24th, of the new aero garage at Stag Lane Aerodrome, Edgware.

The de Havilland Aircraft Company has always taken a leading position in any movement where civil flying is concerned and it is only natural that this firm should be the first to establish an aero garage where owner of private aeroplanes can have their machines housed and locked after by experienced engineers.

At the moment the garage comprises six "compartments," each equipped with a bench, vice, shelves, and cupboard, and large enough to house a de Havilland "Moth" with its wings folded. All six are let, and the accommodation is to be increased in the immediate future. It is of interest to mention that among the present tenants of the garage are Sir John Rhodes, Bart., Mr. D. Kittel, Secretary of the Private Aircraft Owners' Club, Mrs. Eliott-Lynn, and Capt. Geoffrey de Havilland.

THE DE HAVILLAND SCHEME.

The de Havilland scheme, which goes a good deal farther than merely providing housing accommodation for aeroplanes, includes the installation of a "Shell" petrol pump of the most modern type, which enables the tank of an aeroplane to be replenished in a few moments; licensed engineers who are qualified to carry out any adjustments or inspections that may be required are in attendance, while the fact that the aero garage adjoins the de Havilland works ensures that overhauls and repairs can be carried out with a minimum of delay.

REASONABLE CHARGES.

Realising that the cost of running a private aeroplane is already sufficiently heavy, the de Havilland Aircraft Co. has decided upon a scale of charges which is very reasonable indeed in view of the services given. Thus for housing an aeroplane the charge is £4 per month, which fee includes the private lock-up and the sponging and wiping down of the machine after each day's flight, and the services, if necessary, of mechanics to wheel the machine out on the aerodrome, unfold the wings and start the engine.

On application being made to the aerodrome inspector's office, the services of a qualified ground engineer are available for examining the machine, engine and instruments, and for the issue of the daily flying certificate (if required). The fee per examination is 7s. 6d.

Supplies of fuel and oil are always available on the aerodrome at current retail prices, and spares for the machine and engine can be supplied from stock (at any rate as regards spares for the "Moth" and its "Cirrus" engine) at small cost.

Major adjustments, overhauls and repairs are executed and charged for on a cost-plus-profit basis and, if desired, estimates can be submitted before the work is undertaken.

A BISLEY SENSATION.

A painful sensation was created at Bisley to-day, says a special message from London to the *Calcutta Statesman*, dated July 17th, by the perpetual disqualification of two well-known marksmen, Armourer Staff-Sergeant Uglow, late of the R.A.O.C., and Lieut. C. Medland, late of the R.F.A. (Devon) for discreditable conduct in using rifles of a description contrary to the N.R.A. regulations for the 1926 meeting. In addition to disqualification the two marksmen have forfeited their entrants fees and prizes.

Uglow won the bronze medal last year and had obtained a place in the King's Hundred, while Medland shot for England in the Mackinnon Cup contest.

A woman competitor, Miss Blanche Badcock, who had qualified to shoot for the King's Prizes through being a motor transport driver in wartime, narrowly missed entering the ranks of the last hundred competitors in the final stage of the competition, scoring 139 points or one point below those who had to shoot off for places in the Hundred.

NEWSPAPERS AND MORALS.

K.C.'S STRONG CRITICISM.

STORIES BY THE CONDEMNED.

The publication by newspapers of statements by condemned persons was strongly criticised by Sir Ellis Hume-Williams, the well-known King's counsel, when a Standing Committee of the House of Commons considered the Judicial Proceedings (Regulation of Reports) Bill. The bill, as drafted, is limited to restriction of the publication of judicial proceedings in order to prevent injury to public morals, but Sir Ellis appealed to the promoters to see if something could not be done to deal with what he considered the greatest indecency of all—the publication of statements and stories told by condemned persons. He said that persons, sometimes persons condemned to death, were persuaded to write a personal story and publish it in the newspapers. This was more grossly indecent even than anything in divorce reports and yet there was nothing in this bill by which such things could be touched. If it could not be included in the bill, he would appeal to the Home Office to strengthen the prison regulations to the utmost capacity in order, if possible, to stop publications of this kind reaching the outside world.

Sir Evelyn Cecil (U., Aston), one of the promoters of the bill, and Commander Williams (U., Torquay) supported the appeal, and Captain Hacking (Under-Secretary, Home Office) said he understood that the point might come under the title of the bill, and the Home Office would certainly take it into consideration.

The Committee devoted some time to the consideration of an amendment, moved by Sir Malcolm Macnaghten (U., Londonderry), to increase from three months to four the penalty for infringement of the provisions of the bill in order to secure for an accused person the right of trial by jury.

Sir Ellis Hume-Williams (U., Bassetlaw), supporting the amendment, said the bill was putting an impossible task on the newspaper reporter, and the amendment would enable a jury, with the same class of lay mind as the reporter, to say whether or not he had broken the law in the report which he had issued.

Sir R. Lynn (U., Belfast, W.), who is a newspaper editor, said he was in sympathy with the principles laid down in the bill, but he thought there ought to be trial by jury. Personally, he would prefer a case to be tried by twelve jurors rather than by one magistrate, who might possibly be a crank.

The Solicitor-General (Sir T. Inskip) said he thought they could exaggerate the importance of the sacred right of an Englishman to trial by jury. There was one class of offence which was rather like the cases touched by this bill where the penalty was less than three months, and there was, therefore, no right to trial by jury. That was in connection with the Indecent Advertisements Act, and he did not think it had been found to cause any hardship. His own opinion was that the three months in the present bill was something that the Committee might adhere to, and he was fortified in that opinion by the fact that the Attorney-General's fiat was required before a prosecution could be undertaken.

WOMEN ON THE JURY.

Sir Herbert Nield (U., Ealing) said he thought a man was safer in the hands of a Bench of magistrates than he would be at the present day in the hands of a jury. In cases where proceedings had been taken at Quarter Sessions for indecency, especially in relation to children, the new element in the jury was generally very severe on the prisoner. If they could ascertain exactly the way in which a jury was swayed, they would find the fair sex far more severe than the old-fashioned juror. It rather looked as though those who supported this amendment wanted to wreck the bill.

Sir Evelyn Cecil said he was present at the Dorset Session, when the jury brought in a verdict of "Guilty, but we give him the doubt." (Laughter.)

Sir Ellis Hume-Williams said he wished to protest against the idea that those who opposed the bill were actuated by some sinister motive. (Laughter.) In the House of Commons he did his best to preserve full reports of all trials, because he thought that were in the interest of the people concerned, and he was accused at once by several well-known newspapers of doing it solely to preserve the advertisement which he derived from the publicity given to the cases in question. (Laughter.) Then, when he moved to leave them out in Committee, his action was again complained of. When he moved to leave them in he was self-interested, and when he moved to leave them out he was selfish. (Laughter.)

The amendment was carried by 21 votes to 11.

Captain Hacking moved an amendment to provide that no person should be liable to conviction if the offence was committed in the ordinary course of his duties under a contract of service and if he was employed in a subordinate capacity only.

Sir F. Meyer (U., Great Yarmouth), supporting the amendment, said they ought to make it clear exactly who was meant by a subordinate. It might be read that everybody was subordinate except the proprietor and chief editor.

Sir E. Iliffe (U., Tamworth) said it did not seem to him that the editor was liable, because the editor neither printed nor published the paper.

The Solicitor-General said he thought the editor caused a thing to be printed if he sent a written manuscript to the printer and instructed him to print it.

Commander Williams: Does that mean that the editor will be liable?

Capt. Crookshank (U., Gainsborough): Does it mean that anyone is liable at all? (Laughter.)

The amendment was agreed to, and the bill was ordered to be reported to the House.

A CABLE FROM
MR. FRANK GRAY
(Ex M.P. for OXFORD)
giving his experiences with Jowett Cars fitted with
DUNLOP
CORD BALLOON TYRE

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Frank Gray.

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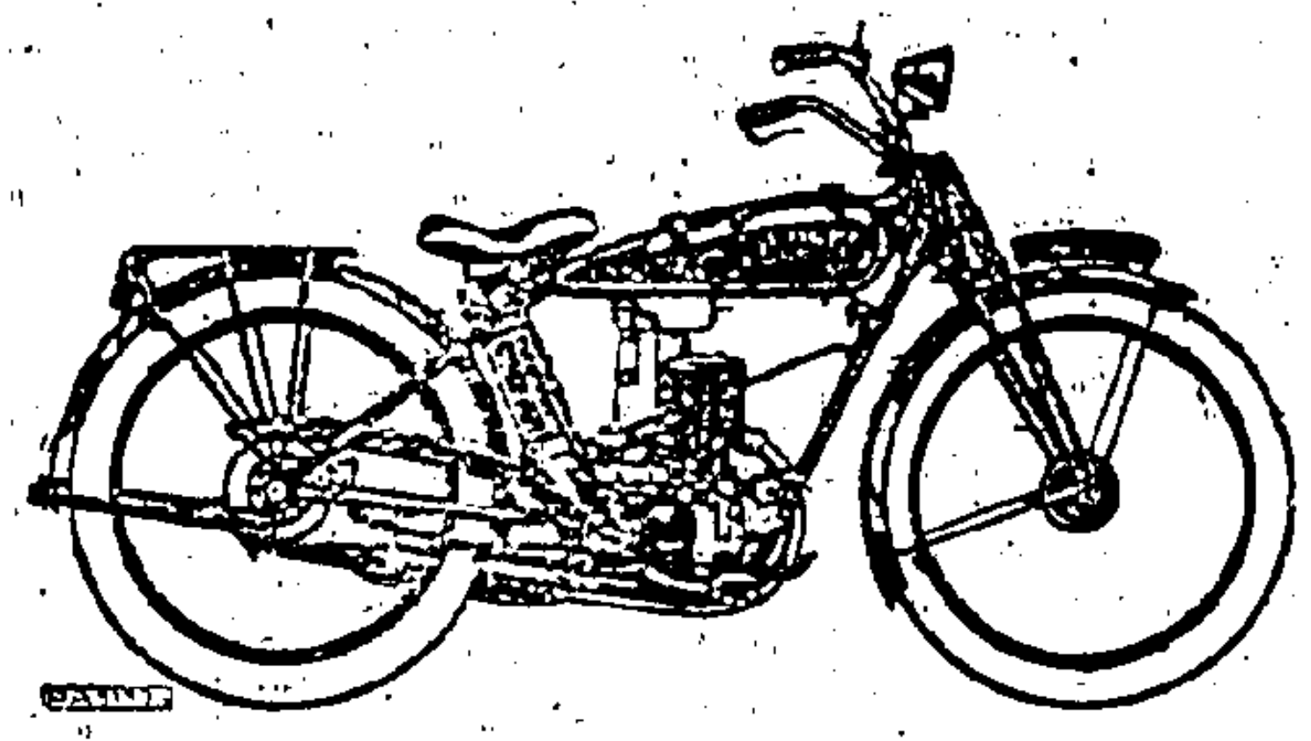

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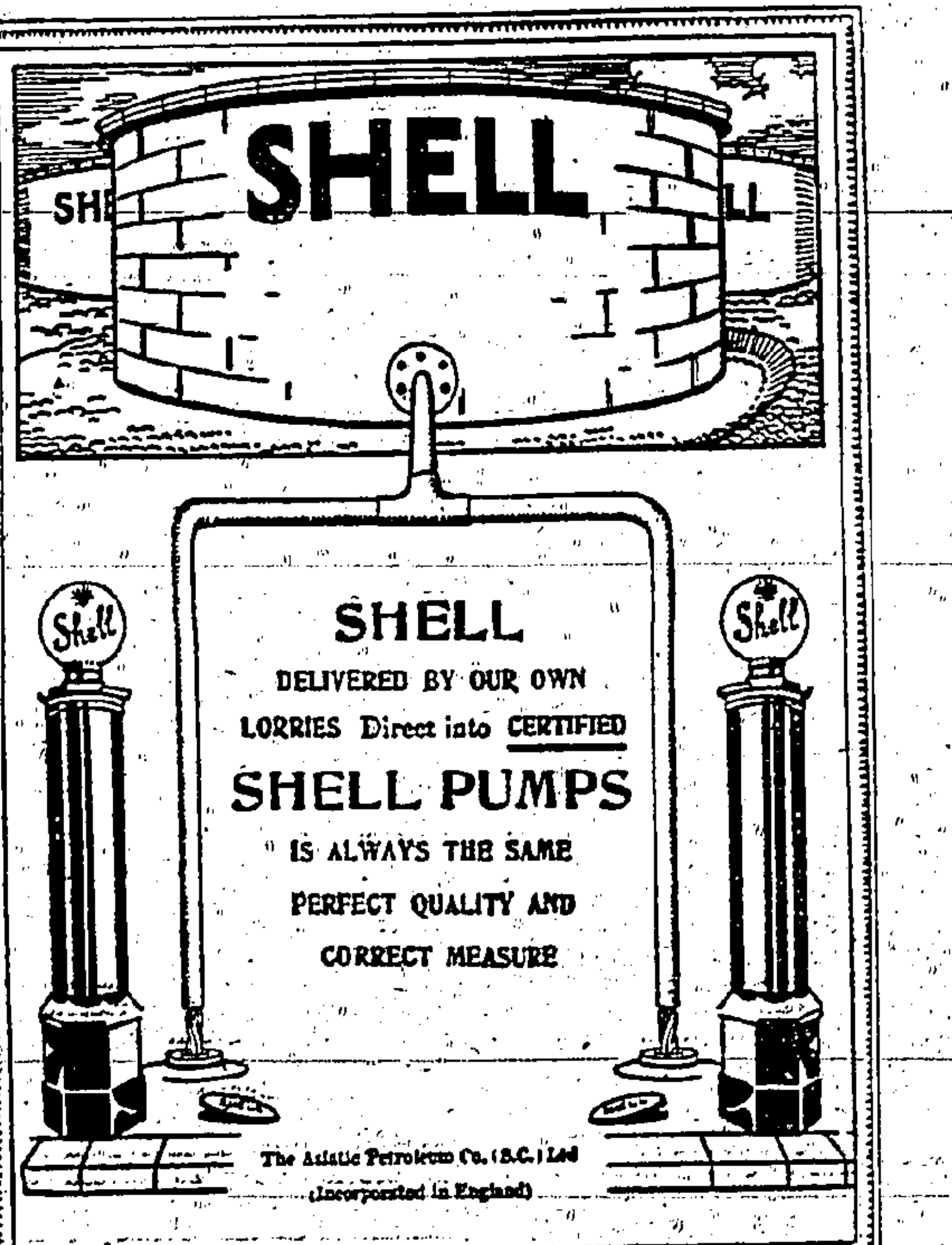

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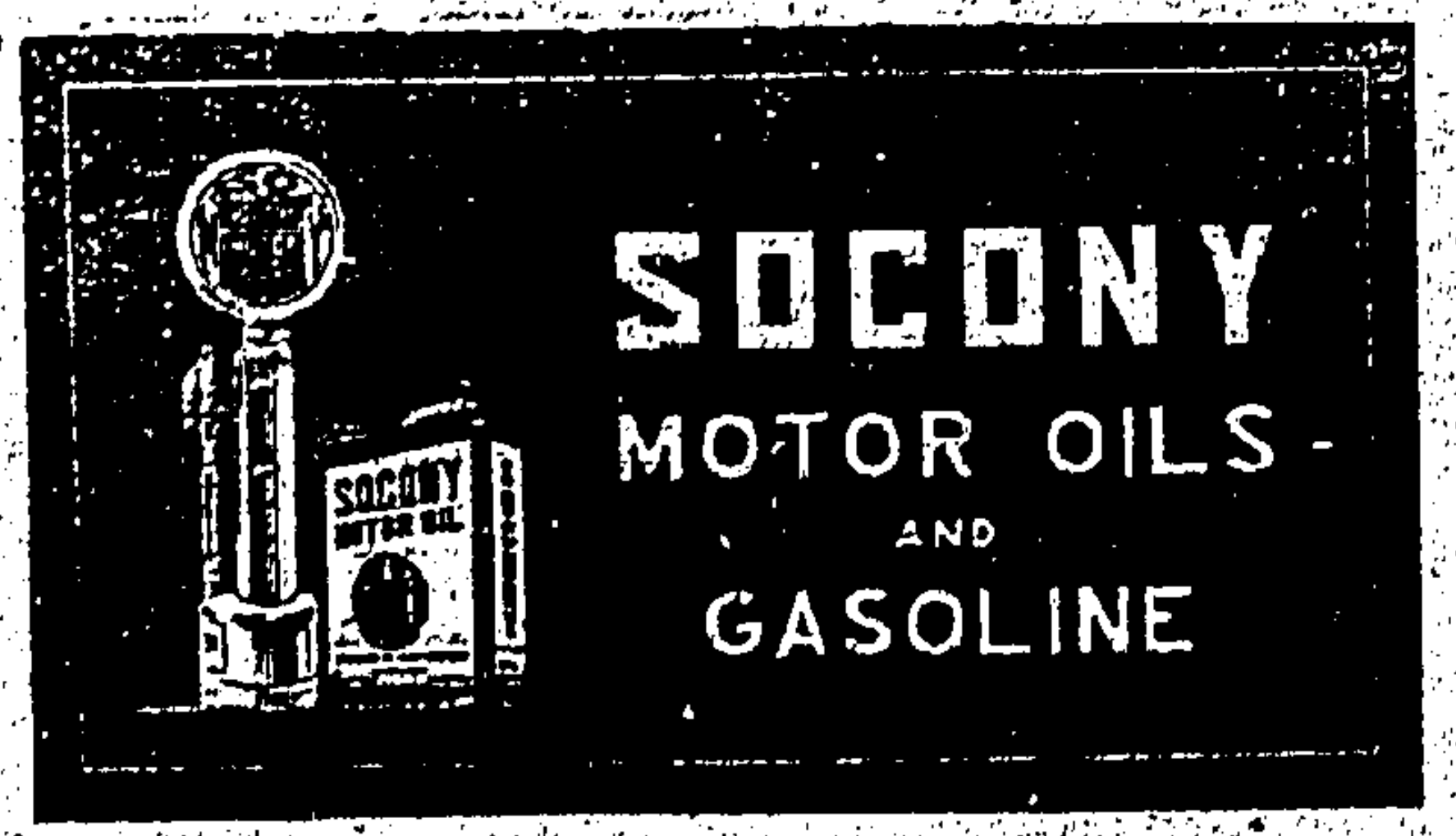


SOCONY
MOTOR OILS
AND
GASOLINE

Motoring Notes: A Weekly Review dealing with matters of interest to all local motorists.—Compulsory Insurance—Things Not to Do—Causes of Breakdown.

[BY AN OWNER-DRIVER.]

An effort has been made in Great Britain to make insurance against third party risks compulsory.

It is generally believed that something will be done. The great complaint at present is that many accidents are caused by owners of small cars and motor-cycles and that these people are not covered by insurance.

It is the experience of many an injured party that these uninsured persons are usually in such poor financial circumstances that it is useless to sue them. They have no assets.

It has been suggested, therefore, that an insurance fee should be included in the cost of a licence for a motor-vehicle. That is, of course, State insurance.

No doubt the insurance companies would object to that particular method although they have no statistics to guide them as to what fee they could make if called upon to join in the scheme. The idea of State trading is not popular in Great Britain and the probability is that public opinion would be in favour of the insurance companies doing this work.

LOCAL CONDITIONS.

In Hongkong the conditions are different but there are even more reasons why there should be some form of compulsory insurance.

This is especially the case with the "private" motor-cars that have appeared. The police have now wisely insisted that any vehicle which plies for hire must carry a number plate with the words "Public Vehicle" inscribed thereon. But in spite of that precaution certain privately owned cars are taken out—probably without the consent of the owner, in most cases—and are offered for hire. The police have been on the track of those who tout for such vehicles, and in time they will probably disappear.

The "Public Vehicle" for hire is, however, a legitimate proposition.

OFF TO CANTON.

These cars appear to be owned by the drivers, or maybe, by the driver's "friend" and there is no doubt that the chauffeurs' cars do take considerable risks. In the event of a bad smash, due to carelessness, the driver bolts off to Canton or otherwise disappears. The injured party has no redress. Compulsory insurance would provide some compensation.

A great point is often made that no local driver will endanger his right to have a licence.

Alas! the Chinese chauffeur is either too thoughtless, too self-confident or too much of a gambler to remember that when he is taking a risk.

DATA NEEDED.

Gradually the police, the public and the insurance companies are accumulating data and experience.

It has been suggested that the insurance companies do not charge high enough premiums as it is. It has been argued also that when a man is fully covered by insurance he becomes careless.

That surely is a fallacy. Even if there is insurance that does not cover criminal negligence.

The man to watch is the Chinese chauffeur in the controlled areas. All good motorists should report at once any speeding or other risky work.

REMEMBER!

It is unnecessary, perhaps, to offer an excuse for referring to the need of great caution in the difficult and crowded thoroughfares of Victoria, such as Wanchai and Caine Road.

The novice is more often than not careful, although it is not unusual for a novice to take his or her eye off the road for a second or so while removing a hat or unbuttoning a coat. That sort of thing is fatal for a novice. The experienced driver can do it safely because his subconscious mind (as the psychologists call it) goes on automatically thinking about the car; also he times things much better.

The difficulty with the novice is that he himself is never quite sure what he will do in emergency. As for "the other fellow" who may be on the road near the novice, he assumes that the novice will be orthodox!

THINGS NOT TO DO.

All drivers should leave a maximum amount of room between the passing vehicles. Especially be careful about the Chinese cyclists. Nearly all of them seem to be learning. The machines wobble about all over the road. Slow down and get as far away across the road as you possibly can.

Don't drive close behind the other fellow. Especially avoid this if you have not got four wheel brakes. The man in front probably has got them fitted to his car.

Incidentally it may be mentioned that all cars with four wheel brakes might have the danger signal fitted on the back of them.

PASSING ON THE BEND.

The worst error that can be committed by any driver is that of passing another vehicle, going in the same direction, on a corner.

Any owner who sees his chauffeur doing that should "shroff" him severely.

It is a habit that is indulged in and it is most dangerous. Following one of the big 'buses was a public vehicle which overtook the big 'bus on a bend. Unfortunately, it was impossible to see his number.

Every good citizen who sees that sort of thing happening has a duty to perform. It is to report the episode to the Captain Superintendent of Police.

Always give a warning with the hand of any intended change of direction. Do this automatically. Never mind if the road does seem quite clear. Make a habit of putting out a hand and you can have the satisfaction of knowing that you are "playing the game."

The motorists of Hongkong want to convince the general public and the authorities that they are anxious to do the right thing. To own a car is to accept a responsibility as well as to possess a thing of joy. It is only fair to think of others when you get so much pleasure out of riding in a car.

ALL NIGHT RIDING.

During the "heat wave" in England car-owners found that the most pleasant way of spending the night was to ride in a car.

That suggests all sorts of possibilities in Hongkong. We don't call a night temperature of 84 degrees F. "a heat wave." We do find, however, that a run round to the South side of the island cools us off, even at that temperature.

Singapore, Shanghai, New York and England have had their heat waves. So far, we have escaped.

Those of us who own a car are, however, ready for any emergency. We will gyrate round and round the island if and when the heat wave comes this way.

CAUSES OF BREAKDOWN.

Every year the Royal Automobile Club of Great Britain publishes an analysis of the cases dealt with under the "Get You Home" service.

The details given this year follow very much on the same general lines of those of the last two or three years. It almost seems as if "breakdowns" are becoming as standardised as is the manufacture of motor-cars!

Anyhow we may safely assume that the figures which follow can be taken as a general warning by all car owners.

They reveal the weak places in the modern automobile. Prevention is always better than cure. Therefore note carefully how the average car behaves but don't jump to the conclusion that your car will reveal one or other of these faults. Cars have run 10,000 miles without giving any cause of trouble.

Unfortunately, Hongkong takes it out of a car much more than most places. The hills and the corners are a great trial. Moreover, the excessive humidity affects the wiring and the electrical gear.

IGNITION LEADS.

There is no "get you home" service in Hongkong supplied by the local Automobile Association, but motorists help each other and garages can be communicated with fairly easily.

The following list of causes of breakdown are instructive. They are given in order and ignition troubles are shown to be the most common of any. The causes and percentage of the total number of breakdowns investigated are:—

	Per cent.
Ignition	22.7
Axle Shafts	12.4
Cylinders and Pistons	6.9
Road Wheels and Suspension	6.1
Propeller Shafts and Couplings	5.1
Clutches	4.1
Steering	4.1
Gear Boxes	3.6
Lubrication	3.1
Carburation	3.1
Lighting Failures	2.3
Water Circulation	1.4
Differentials	1.4
Bevels and Worms	1.1
Valve Mechanism	1.0
Crankshaft	0.8
Valves	0.5
Brakes	0.4

The above figures may surprise the reader. They are, it must be remembered, compiled by the R.A.C. and must be accepted as a guide rather than as an accurate record of what has happened to all cars on the road.

Many a motorist has had a breakdown and has patched it up without leaving any record. Many a car has managed to get to a garage without help.

LOCAL RECORDS.

It would be interesting to know what is the experience of local garages. What is it that most usually causes a breakdown in Hongkong.

Indirectly the high temperature and humidity—the atmosphere—is the real cause of most of the trouble. It is probable that the weakest part of the local machines is the ignition gear.

Some garage proprietors say that a magneto cannot be expected to last longer than a year! It depends on the type of magneto used, but a good one should last much longer.

HENRY FORD.

Let me explain that I have never owned a Ford car and that I have, at present, no intention of purchasing one.

I have often ridden in one and on more than one occasion I have driven one. The car itself is an interesting piece of mechanism. Nothing like as interesting, however, as Henry, its creator.

Henry is a symbol of the twentieth century man of vision, and he has proved that he possesses many of those attributes that we Anglo-Saxons admire.

Henry has courage and something more than that. He fought the Kings of Finance who wanted to dominate the motor industry and he beat them.

That was where Henry proved his pluck.

A GREAT CAPTAIN.

I am not going to throw boquets to Henry Ford, the Inventor, although he did his share in the pioneer days. I suspect that he cannot claim to be in the same street with Kelvin, Faraday or many another genius who gave to humanity remarkable and most useful inventions.

Henry is not the man in the study—the man who with paper and pencil can make mathematical equations prove that this or that can be done in engineering science. He is essentially the Great Captain of Industry. He is the man of the factory, rather than a mathematician.

His great researches, however, have been in the field of human nature. In 1914 he had the idea of a pound a day as a minimum wage for his workers with profit sharing on a large scale. That was not the beginning nor the end of his ideas.

Mr. Norman Angell has just published a book in which he reminds us that Henry Ford has killed the academic socialism which Marx produced as a result of his studies in the British Museum.

Books are all very well in their way, but they are a bloodless substitute for life.

Norman Angell writes "it is an American manufacturer who pays (a) the highest wages of his industry in the world; (b) turns out the cheapest product in that industry; (c) pays the largest profits of any factory in that industry."

Henry Ford has taught every manufacturer of motor-cars a great lesson. He has demonstrated that mass production pays. He has proved beyond cavil that high wages also pay.

When Lenin and Trotsky and Marx are placed in their proper position by the historians alongside the misguided zealots of the Inquisition, Henry Ford will rank alongside the big men in history.

He showed that it is possible to make men more efficient. He made his own workmen more efficient and by so doing reduced the initial cost of the car.

The owner of the Rolls-Royce may smile when he passes a Ford car but he must acknowledge that the maker is a great man.

"MOTOR CYCLE EXHAUSTS.

We want to encourage everyone to obtain the full benefit of the beautiful scenery of Hongkong, and there is only one way of doing it.

You must have some form of mechanically propelled vehicle. If you cannot afford a car, then be content with a motor-cycle.

Man is a gregarious animal and yet in a small place he feels the need of a change. Well! he can get it by going away from the crowd.

Stanley, Big Wave Bay or many another quiet spot can be reached by car or cycle.

THE NOISY EXHAUST.

It is good news to learn that motor-cycle traders and manufacturers have changed their views during the last few years on the problem of noisy exhausts. They now appreciate the fact that the popular cycle of the future will be one that is as silent as a car.

There are, of course, annoyances greater than that caused by a noisy exhaust.

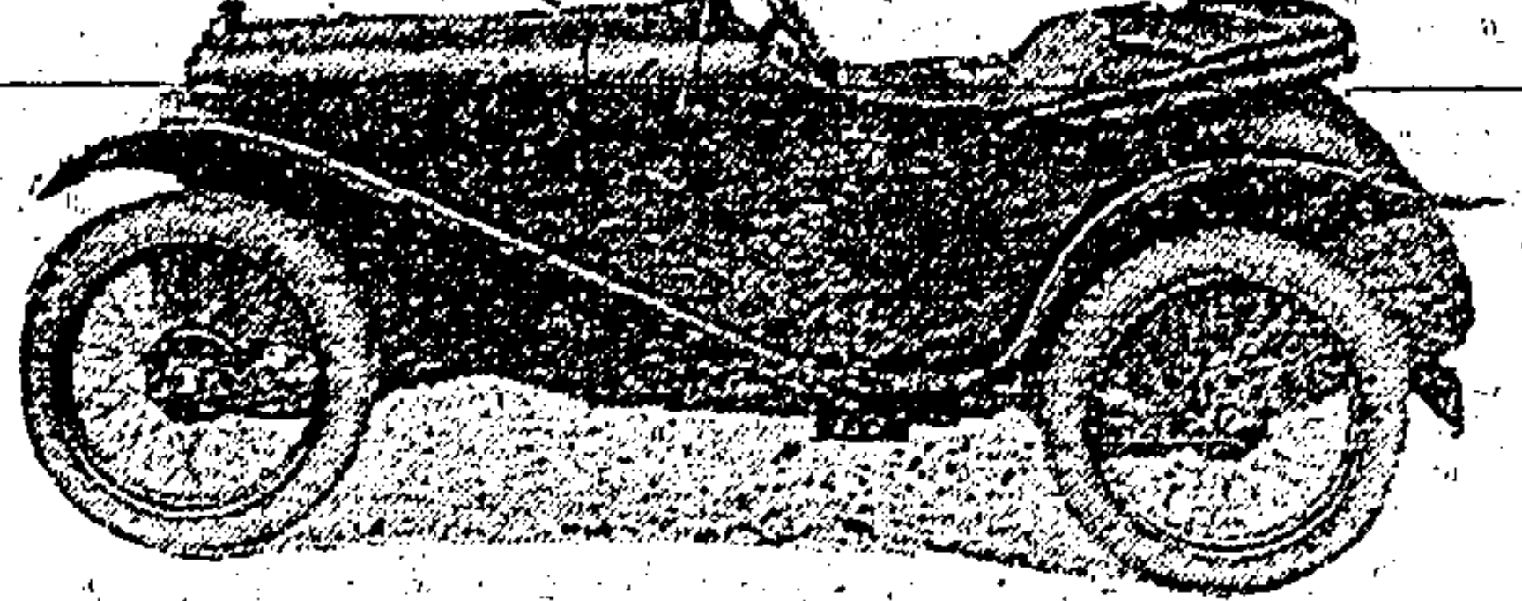
The Chinese gong for example is enough to drive any one crazy after an hour or so. Nor is the Chinese cracker music that soothes the breast of the Anglo-Saxon. But two wrongs do not make a right and the noisy exhaust of some motor-cycles is a nuisance to all but the riders.

"Staccato" is all very well on the South side of the island and the inhabitants of Aberdeen may enjoy it, but good work to the many motor-cyclists who show a consideration for others.

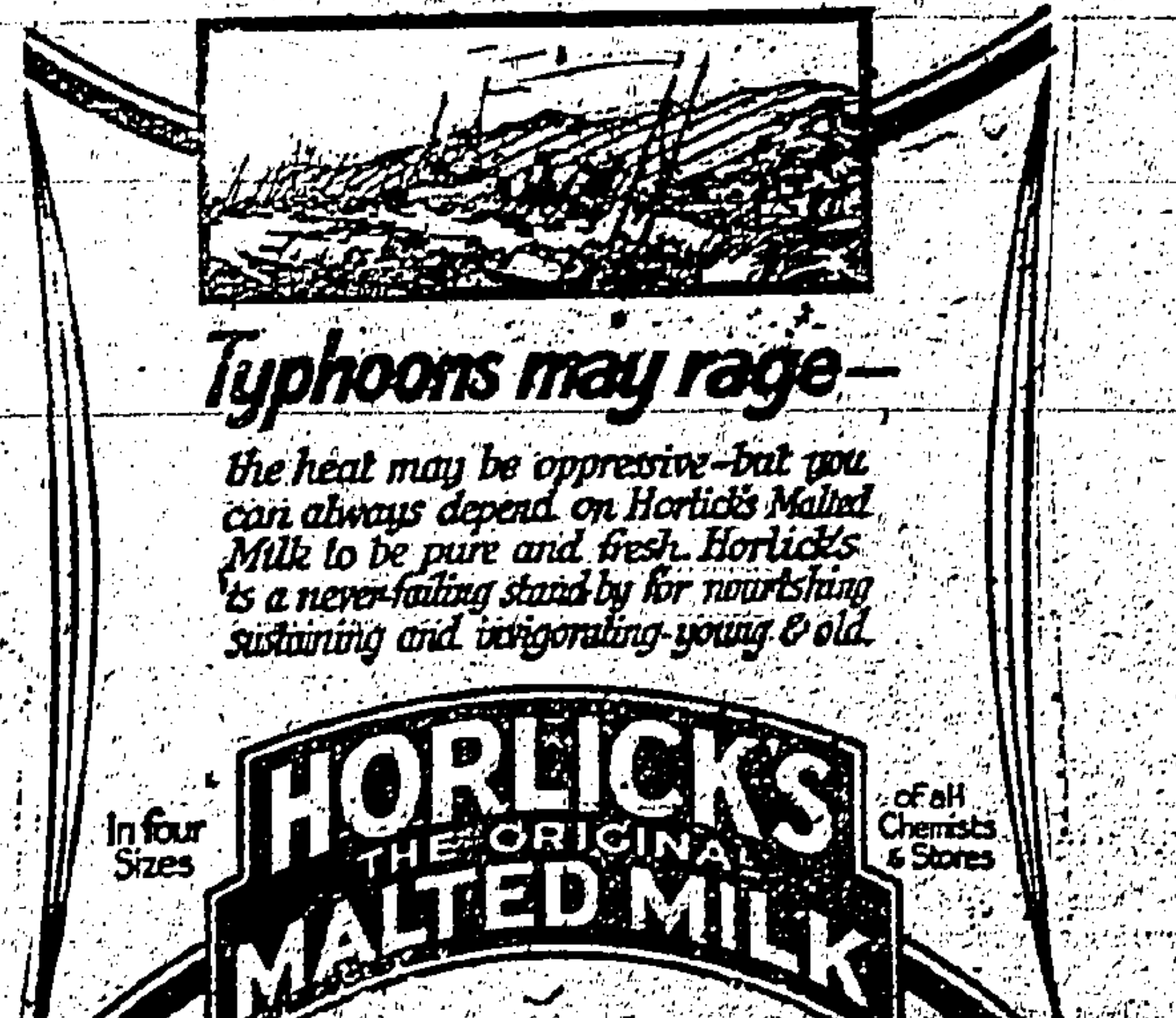
There is a great attraction, especially for the young, in a really smooth running motor-bike and we want to see more of them in use because of the healthy pleasure that can be obtained by a run out into the country.

COVER
THE RISK OF
TYPHOID
AND
CHOLERA
WITH
GILMANS.
THE
"OCEAN" COMPREHENSIVE POLICY.
[24

THE "GORDON ENGLAND"
SEMI-SPORTS CUP MODEL.



AUSTIN SEVEN.
This is an ideal two-seater high speed touring car.
STOCKS ARRIVING SEPTEMBER 2ND.
ALEX. ROSS & Co (CHINA), Ltd.
Bank of China Building. 4, Queen's Road Central.
(Tel. C. 27. Machinery Office: Tel. C. 2487.)



Typhoons may rage—
the heat may be oppressive—but you can always depend on Horlick's Malted Milk to be pure and fresh. Horlick's is a never-failing stand-by for nourishing, sustaining and invigorating young & old.
In four Sizes
HORLICK'S
THE ORIGINAL
MALTED MILK
of all Chemists & Stores

CONSIGNEE NOTICES.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENVRACKIE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th Sept., 1926, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 17th August, 1926. [3872

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "KIDDERPORE."

ARRIVED HONGKONG ON 17TH AUGUST, 1926.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This vessel brings on Cargo from Persian Gulf ex B.I.S.N. and B & P.S.N. Cos.' Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 15th September, 1926, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & Co.,
Agents.

Hongkong, 17th August, 1926. [3874

S.S. "AMAZONE."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, &c., also Cargo from LA PALLICO, COGNAC, &c., "COMMANDANT DORISE," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before 9 A.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 23rd instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Thursday, the 26th inst., or they will not be recognized.

All damaged Packages will be examined on Monday Morning, the 23rd instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

J. LIMAGE,
Agent.

Hongkong, 17th August, 1926. [3871

NORDDEUTSCHER LLOYD, BREMEN.

THE Motorship
"KOENIGSBERG"
having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 24th of August, 1926, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe, at 10 a.m., on the 23rd of Aug., 1926.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO.,
Agents:
NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 17th August, 1926. [3873

MARTIN'S PILLS
APIOL & STEEL
Sure and certain for all Female complaints. Every lady should keep a box in the house.
Chemists and Stores sell them throughout the world.
Proprietor:
MARTIN, Chemist, Southampton, England.

SHIPPING NEWS.

HONGKONG SHIPPING.

IMPROVEMENT IN FREIGHTS, BUT STILL LOW.

INDICATIONS OF HEAVIER RETURN TO-DAY.

Although there was a very much decreased tonnage, compared with the previous day, yesterday's shipping statement recorded an improvement in the freight entered. The improvement with regard to cargo for Hongkong, however, was only an increase to the extent of just over a thousand tons. It was in connection with freights for ports beyond that the improvement was more noticeable, the meagre 55 tons recorded in the previous day's returns leaping up to nearly twenty thousand tons, all carried by three vessels, one being British, carrying the largest freight. The cargo for Hongkong was fairly equally divided between two British vessels and five of other nationalities. Apart from that for ports beyond Hongkong, the cargo for this port still remains low, but with no fewer than thirteen vessels arriving after 9 a.m. yesterday, and with one or two more likely to arrive before 9 a.m. to-day, the indications are that the returns for to-day will show much heavier cargoes for Hongkong, as well as big entries for ports beyond.

At 9 a.m. yesterday there were 51 vessels in the harbour, of which 21 were British. During the previous twenty-four hours seven vessels arrived, *viz.*, two British, one American, one French, one Dutch and two Chinese. The departures during the same period numbered eight, *viz.*, two British and one Chinese for Amoy, one Chinese for Hauhoi, one Chinese and one French for Kwang Chow Wan, one Chinese for Sha U Chung and one British for Shanghai. Clearances came to three, *viz.*, one Chinese for Quihon, one British for Amoy and one American for Manila. Tonnage figures yesterday were:—Total: 5,636 tons (British vessels 4,471 tons; others 1,165 tons.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m. yesterday).

For Hongkong ....2,937 tons.
For ports beyond ....19,951 ,,

Total ....22,888 ,,

(For the previous 24 hours ended at 9 a.m. on Monday).

For Hongkong ....1,636½ tons.
For ports beyond .... 55 ,,

Total ....1,691½ ,,

Of the cargo for Hongkong, the two British vessels brought 1,140 tons, four vessels of other nationalities brought 1,797 tons. The best entry was 1,200 tons in the American steamer.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

City of Wellington (British) from Hamburg and Singapore with 800 tons of general cargo and 8,000 tons for ports beyond;
New Mathilde (British) from Haiphong with 340 tons of general cargo;
President Hayes (American) from Boston and Shanghai with 1,200 tons of general cargo, mail and 5,500 tons for ports beyond;
Song Bo (French) from Haiphong with 114 tons of general cargo and mail;
Tjitaroem (Dutch) from Batavia and Balikpapan with 479 tons of general cargo, mail and 6,451 tons for ports beyond;
Tak Hing (Chinese) from Nam Tau with four tons of vegetables;
Sui Yik (Chinese) from Sha U Chung with 6 piculs of general cargo.

Later arrivals yesterday, too late for inclusion in the above returns, were:—

Benvrachie (British) from Leith and Singapore with 700 tons of general cargo, mail and 3,000 tons for ports beyond;
Taikoo Wan Yi (British) from Hongay with 4,520 tons tons of general cargo;
Hydrangea (British) from Kwang Chow Wan with 170 tons of general cargo and mail;
Kidderpore (British) from Karachi and Colombo with 777 tons of general cargo, mail and 6,689 tons of cotton and general cargo for ports beyond;
Kwang Chow (British) from Bangkok with 1,452 tons office and general cargo and mail;
Ming Sang (British) from Haiphong with 759 tons of general cargo and mail;
Broad Arrow (American) from Calcutta with a *nil* entry;
Bulguerie Stuttenburg (French) from Saigon with 1,000 tons of general cargo;
Amazone (French) from Marseilles and Saigon with general cargo (unspecified) and mail;
Konigsberg (German) from Bremen and Singapore with 450 tons of general cargo, mail and 7,500 tons for ports beyond;
Tayooka Maru (Japanese) from Bombay and Singapore with 367 tons of twist and general cargo, mail and 964 tons of cotton and general cargo for ports beyond;
Penang Maru (Japanese) from Calcutta and Singapore with 791 tons of gunnies and general cargo and 5,176 tons for ports beyond;
Wong Shek Kung (Chinese) from Saigon with 1,700 tons of general cargo.

AIR RUNABOUT.

TESTING TWO-SEATER PLANES.

The development of the ideal two-seater touring aeroplane, as reliable and as economical as a medium powered car, is the main object of this year's light plane meeting organized by the Royal Aero Club, to be held at Lympne, from September 10th to 18th.

Small specially designed, all-British two-seater aeroplanes, driven by engines that must not weigh more than 170 lbs.—the chief condition—and fitted with dual control, will compete for prizes totalling £5,000.

Each plane must carry a load, exclusive of fuel and oil, but including pilot and passenger, of at least 340 lbs.

The official rules of the competition, issued by the Royal Aero Club, show that the course selected totals 1,964 miles, made up of daily return fights from Lympne Aerodrome to turning points at seaside resorts—Brighton, Eastbourne, Hastings, Dover, Ramsgate, Margate and Herne Bay—and, on the last day of the competition, to Croydon. Competing machines must cover the course at an average speed of not less than 50 miles an hour. Of the £5,000 in prizes, given by the *Daily Mail*, £3,000 goes to the winner of the first prize.

The planes must be so designed that dismantling, housing in a shed not more than 10 feet in width and 10 feet in height, and re-erecting can be done by two persons. Control of each machine must be efficient from either seat, and be demonstrated by the pilot flying the machine from both seats alternately. Ease of "take off" and pulling up after landing will also be tested.

At the end of the competition a 100 miles handicap race for light 'planes for a £210 prize, given by the Society of Motor Manufacturers and Traders, will be held.

SHIPPING NOTES.

At the Marine Court yesterday, before Lieut.-Commander G. F. Hole, R.N., the owner of the steam launch *Yiu Cheong*, was summoned for unlawfully using his unlicensed steam launch as a passenger ferry, and, further, with allowing it to be used for that purpose without it being surveyed. The defendant, pleading guilty to both offences, said he had overlooked the date for renewal of the licence. On the first count defendant was fined $25, with the alternative of three weeks' hard labour, and, on the second count, he was fined $50, with the alternative of six weeks' hard labour. The fines were paid.

Also at the Marine Court, yesterday, the master of a trading junk, No. T5172H, was fined $10, or ten days' hard labour in default, for failing to exhibit the regulation lights on his boat while under way.

Total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 522, of which the s.s. *President Hayes* (American) from Boston and Shanghai carried 129, the s.s. *Song Bo* (French) from Haiphong 128, the s.s. *Tjitaroem* (Dutch) from Batavia and Balikpapan 114, and the s.s. *Sui Yik* (Chinese) from Sha U Chung 120.

H.M.S. *Foxglove* arrived in port on Sunday from Weihaiwei *via* Swatow and Bias Bay.

A new lightship is being erected by the Rangoon Port Commissioners at the entrance to the Rangoon River. It is expected to be completed within three months. The vessel has a candle-power of 50,000, and is completely automatic.

On the arrival here yesterday from Batavia and Balikpapan, the J.C.J.L. s.s. *Tjitaroem* met with a typhoon. No details were given in the shipping report to the Harbour Office. Later arrivals yesterday from Singapore reported encountering rough and heavy seas, and general typhoon weather.

RIVER LEVELS.

Bulletin from

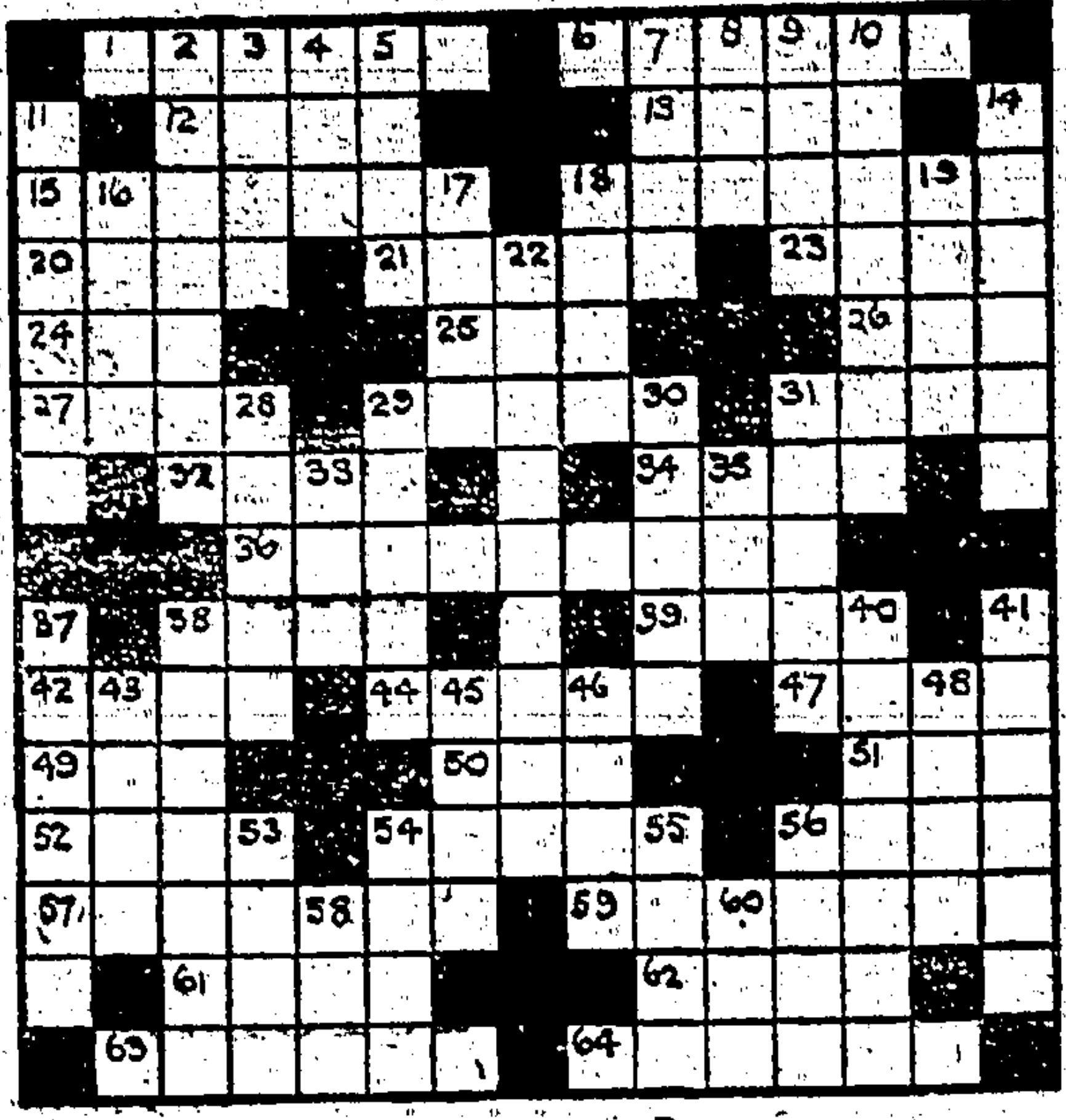
BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Waterlevels (in English Feet) at 8 a.m.

Place of Observation.	Highest W. Level recorded.	Lowest W. Level recorded.	1926 W.L. Aug. 15	1926 W.L. Aug. 16
West River at Shiuhing.	+41.0	0	+15.7	+15.9
North River at Tsingyuen.	+28.7	0	+ 5.3	Falling
North River at Samshui.	+27 3	-5.0	+ 8.0	+ 8.0
East River at Sheklung.	+15.2	3	+ 2.4	+ 2 3

LAVOL
The first cool touch instantly stops the fiery pain and biting itch.
It washes out in a marvellously short time the worst forms of skin disease. Hard crusts and scales, weeping sores, poisonous rashes, ugly eruptions, pimples and skin blemishes—yield to a single bottle.
At all good chemists' shops, druggists, etc. Distributors, Muller & Phipps, 1 Canton Road, Shanghai.

CROSS WORD PUZZLE.



Across.

1. Shack.
6. Composer.
12. Space.
13. Dash.
15. Burrows.
18. Relating to healing.
20. Pointed as a cross.
21. Varnish.
23. Hoarfrost.
24. Hansom.
25. Assembled.
26. Number.
27. Applaud.
29. Goddess of Corn.
31. Spanish wine.
32. Fete.
34. Composition.
36. Disarranged.
38. Purchasers allowance.
39. Public school.
42. Peel.
44. Shut in.
47. Character.
49. Mineral.
50. Fish.
51. Gained.
52. Edges.
54. Burdened.
56. Footwear.
57. Watered silk fabric.
59. Storm.
61. That which is lent.
62. Trip.
63. Indian province.
64. Fish-hawk.

Down.

2. Bag for small articles.
3. Composed "Rule Britannia."
4. Born.
5. Mineral.
7. Achilles' "sore point."
8. Aged.
9. Couple.
10. Eggs.
11. Plaster.
14. Full supply.
16. Mountain range.
17. Several.
18. Companion.
19. So be it.
22. Agitated.
28. Father.
29. Social division.
30. Sedate.
31. Royal house.
33. Rest.
35. Fondle.
37. Games.
38. Quiver.
40. No place.
41. Principles.
43. Tune.
45. Flesh.
46. Peruvian falcon.
48. Famous battlefield.
53. Biblical City.
54. Russian river.
55. Snares.
56. Urge.
58. Horse.
60. Grimace.

One of the printers of the *Hongkong Daily Press* considered that the Cross Word Puzzle published yesterday would be too easy if given in its ordinary form. He, therefore, decided to make the work of solving the puzzle more difficult by substituting a form that had little or no relation to the clues. Apparently, however, the strain was too great for the majority of our readers and many protests were received that we were making the standard too high. The puzzle, therefore, is reproduced again in its original setting. The solution will appear in to-morrow's paper.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 17th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.49	29.61	29.62
Temperature ...	91	83	90
Humidity ...	62	86	71
Wind Direction...	W	SSW	W
,, Force ...	2	2	1
Weather	O	C	O
Rain	0.00	0.00	0.00

Highest open-air Temperature on 16th ... 92
Lowest open-air Temperature on 17th ... 83

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder

HONGKONG TIDE TABLE.

From August 18th to 24th, 1926.

Days of Week.	Days of Month.	High Water. H'kong. Standard Time.	High Water. Height.	Low Water. H'kong. Standard Time.	Low Water. Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	18	m 3 47	5 8	m 11 43	2 6
		5 48 a	4 0	9 50 a	3 5
Thur.	19	m 4 52	6 3	0 58 a	2 0
		7 8 a	4 1	11 4 a	3 6
Fri.	20	m 5 55	6 8	1 49 a	1 4
		8 3 a	4 2	—	
Satur.	21	m 6 53	7 4	m 0 11	3 5
		8 48 a	4 4	2 31 a	0 9
Sun.	22	m 7 45	7 8	m 1 10	3 3
		9 27 a	4 6	3 10 a	0 6
Mon.	23	m 8 36	8 1	m 2 4	2 9
		10 5 a	4 9	3 48 a	0 5
Tues.	24	m 9 23	8 1	m 2 56	2 6
		10 42 a	5 1	4 26 a	0 6

CONSUMPTION HAS BEEN CURED.

A REMEDY FOR CONSUMPTION HAS BEEN FOUND.

Marvellous as it may seem after centuries of failure, a remedy has been discovered that has cured the deadly Consumption even in the advanced stages of the disease. No one will longer doubt that Consumption can be cured after reading the proof of hundreds of cases cured by this wonderful discovery—some after change of climate and all other remedies tried had failed, and the cases had been pronounced hopeless of cure. This new remedy has also proved itself effective and speedy in curing Catarrh, Bronchitis, Asthma, and other serious throat and lung troubles. In order that all in need of this wonderful produce of science may test its efficacy for themselves, a company has been formed to give it to the world, and a Free Trial Treatment can be obtained by writing the Derk P. Yonkerman Co., Ltd. (Dept. C257) 118/120, Fleet Street, London, E.C. 4, enclosing 6d. in British Postal Order to cover cost of carriage and packing, and mentioning this paper. The trial treatment will then be sent by return mail, carriage paid.

ABSOLUTELY FREE.

Do not wait if you have any of the symptoms of Consumption, if you have Chronic Catarrh, Bronchitis, Asthma, pains in your chest, a cold on your lungs, or any throat or lung trouble. Write to-day for a free trial treatment and book of instructions, and benefit yourself before it is too late.

FINDLATER'S
"WOODPECKER BRAND"
OF
HEREFORD CIDER
Very refreshing in this hot weather!
$5 per dozen pints delivered.
AGENTS:
GILMAN & Co., LTD.,
Hongkong Bank Building.
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CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM EUROPE.

THE Steamship
"CITY OF WELLINGTON"
having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 23rd August, 1926, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 31st August, 1926, or they will not be recognized.

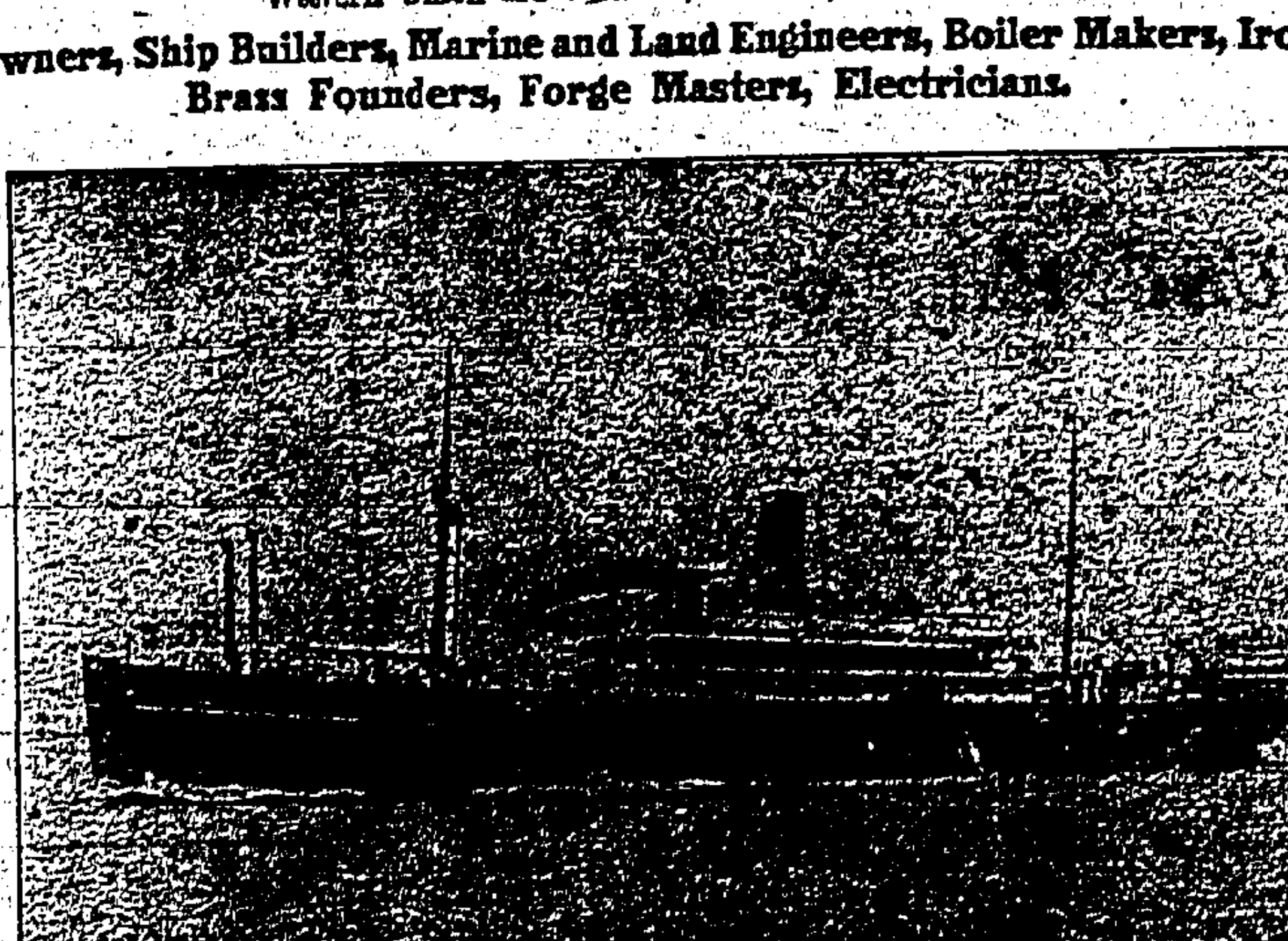
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.,
General Agents.

Hongkong, 16th August, 1926. [3869



THE HONGKONG & WHAMPOA DOCK Co., LTD.
TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.
CODES USED A1, A.B.C. Fifth Edition; Engineering: First and Second Editions Western Union and Watkin's, Benson's, Marconi.
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.
S.S. 'CHANGTE.'
BUILT AND ENGINED AT KOWLOON DOCKS BY THE HONGKONG & WHAMPOA DOCK CO., LTD., TO THE ORDER OF THE AUSTRALIAN-ORIENTAL LINE, LTD., FOR AUSTRALIAN-HONGKONG SERVICE.
Please address enquiries to the Chief Manager,
R. M. DYER, B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG

SHIPPING NEWS.

ARRIVALS.

August 16th.

Broad Arrow, American str., 4,760 tons, Capt. N. Van den Henney, from Calcutta, which port she left on August 2nd, lying at Laichikok.—Standard Oil Co.

City of Wellington, British str., 3,629 tons, Capt. E. H. Gory, from Hamburg and Singapore. The former port she left on June 20th and the latter on August 9th, with a general cargo, lying at Holt's Wharf.—Bank Line.

Song Bo, French str., 720 tons, Capt. J. Bonnamour, from Haiphong, with a general cargo, lying at buoy No. C15.—Messageries Maritimes.

Sui Yik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with cattle, lying at Luen Cheong Wharf.—Fook Hoi Co.

Taikoo Wanyi, British str., 1,876 tons, Capt. F. A. Lovegrove, from Hongay, with a cargo of coal, lying at Quarry Bay—B. & S.

August 17th.

Amazone, French str., 3,089 tons, Capt. Corote, from Marseilles *viâ* Saigon. The former port she left on July 10th and the latter on August 14th, with a general cargo, lying at buoy No. A1.—Messageries Maritimes.

Balguerie Stuttenberg, French str., 506 tons, Capt. Le Saux, from Saigon, which port she left on August 12th, with a general cargo, lying at buoy No. C17.

Benvrackie, British str., 4,172 tons, Capt. J. C. Lefevre, from Singapore, which port she left on August 10th, with a general cargo, lying at Kowloon Wharf.—Gibb, Livingston & Co.

Hydrangea, British str., 561 tons, Capt. E. Bentley, from Kwang Chow Wan, with general cargo and live stock, lying at Chiu On Wharf.—Chiu On S.S. Co.

Kidderpore, British str., 3,263 tons, Capt. F. S. Murray, R.N.R., from Colombo, which port she left on August 5th, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Konigsberg, German m.s., 6.465 tons, Capt. August Ricklefs, from Bremen *viâ* Singapore. The former port she left on June 19th, wtih general cargo and iron, lying at Kowloon Wharf.—Melchers & Co.

Kwangchow, British str., 1.572 tons, Capt. J. D. Milne, from Bangkok, which port she left on August 10th, with rice and general cargo, lying at buoy No. B13.—B. & S.

Ming Sang, British str., 967 tons, Capt. G. H. Hodgson, from Haiphong, with a general cargo, lying at buoy No. C35.—Jardine, Matheson & Co.

Penang Maru, Japanese str., 5,214 tons, Capt. K. Torii, from Calcutta *viâ* ports. She left Singapore on August 9th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Tak Hing, Chinese str., 105 tons, Capt. Lo Shan, from Namtau, with a cargo of vegetables, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.

Tjitaroem, Dutch str., 3,666 tons, Capt. J. Schol, from Batavia and Balikpapan. The latter port she left on August 10th, with a general cargo, lying at buoy No. A28.—J.C.J.L.

Toyooka Maru, Japanese str., 7,006 tons, Capt. S. Kimura, from Bombay *viâ* Singapore. The former port she left on July 30th and the latter on August 11th, with 367 tons of general cargo, lying at Kowloon Wharf.—N.Y.K.

Wong Shek Kung, Chinese str., 860 tons, Capt. R. M. de la Sala, from Saigon, with a general cargo, lying at Stonecutters.—Kwang Hang Hing.

CLEARANCES.

August 17th.

Amazone, for Shanghai.
Anatina, for Miri.
Benvrackie, for Takao.
Broad Arrow, for San Francisco.
Changte, for Manila.
Cheribon Maru, for Batavia.
Kohoku Maru, for Takao.
Kaying, for Amoy.
Kidderpore, for Shanghai.
Konigsberg, for Shanghai.
Kweichow, for Wei-hai-wei.
Penang Maru, for Shanghai.
Ryufuku Maru, for Tjilatjap.
Song Po, for Kwang Chow Wan.
Sui Yik, for Sha U Chung.
Tak Hing, for Hauhoi.
Tjiliwong, for Sourabaya.
Toyooka Maru, for Shanghai.
Yeijun Maru, for Tsingtao.

PASSENGERS.

ARRIVALS.

Per m.s. *Konigsberg*, on August 17th, from Hamburg:—Mr. F. Schersen.

SHIPPING MOVEMENTS.

The Ben Line s.s. *Benavon*, from Middlesbro', Antwerp, London and Straits, is due to arrive in Hongkong on the 21st inst.

The P. & O. s.s. *Karmala*, from Hongkong, arrived at London on August 16th at noon.

The s.s. *Sauthia* (B.I. & Apcar Line), left Singapore for Hongkong on the 16th inst., and is due here on 21st inst.

VESSELS EXPECTED.

Empress of Canada (C.P.R.), due August 22nd.
Malwa (P. & O.), due to-morrow.
St. Albans (E. & A.), due September 6th.

VESSELS IN DOCK.

The following vessels are in dock at Taikoo:—*Kaying*, *Kathe* and *Anatina*.

At Cosmopolitan Dock:—*Lama*.

SUNRISE AND SUNSET IN HONGKONG.

FOR AUGUST, 1926.

STANDARD TIME OF THE 120TH MERIDAN, EAST OF GREENWICH.

Date.	*Sunrise.*	*Sunset.*
August 18th	6.01 a.m.	6.53 p.m.
,, 19th	6.02 ,,	6.52 ,,
,, 20th	6.02 ,,	6.52 ,,
,, 21st	6.02 ,,	6.51 ,,
,, 22nd	6.03 ,,	6.50 ,,
,, 23rd	6.03 ,,	6.49 ,,
,, 24th	6.03 ,,	6.48 ,,
,, 25th	6.03 ,,	6.47 ,,
,, 26th	6.04 ,,	6.46 ,,
,, 27th	6.04 ,,	6.45 ,,
,, 28th	6.04 ,,	6.44 ,,
,, 29th	6.04 ,,	6.43 ,,
,, 30th	6.05 ,,	6.43 ,,
,, 31st	6.05 ,,	6.42 ,,

HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FROM EUROPE FOR SHANGHAI AND JAPAN

S.S. "OLDENBURG" ... ... due here on or about the 31st August
S.S. "SAARLAND" ... ... due here on or about the 28th September

SAILINGS FOR EUROPE

M.S. "VOGTLAND" ... ... sailing on or about the 19th August
M.S. "MUENSTERLAND" ... sailing on or about the 10th September

For freight, passage and further particulars please apply to

JEBSEN & CO.
12, PEDDER STREET.
TEL. C. 2225.

[16

ADMIRAL ORIENTAL LINE

S.S. PRESIDENT "McKINLEY"

WILL SAIL

AUGUST 19th, 6 a.m.

FOR

SEATTLE AND VICTORIA

VIA

SHANGHAI—KOBE—YOKOHAMA.

Heavy baggage to be delivered to the ship 4 P.M., AUGUST 18TH.

HONGKONG AND SHANGHAI BANK BUILDING.
Telephones: Central 2477, 2478 & 795. [18

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.,

AMERICAN & MANCHURIAN LINE.

"CITY OF BARODA"
(9,670 TONS D.W.)

THE above Steamer having Accommodation for over 100 First Class Passengers will be Despatched *Via* PHILIPPINES, STRAITS, COLOMBO and SUEZ CANAL on 5TH NOVEMBER, 1926, for NEW YORK where she is due to arrive on 3RD JANUARY, 1927.

For Freight or Passage Apply to—

THE BANK LINE, LTD.

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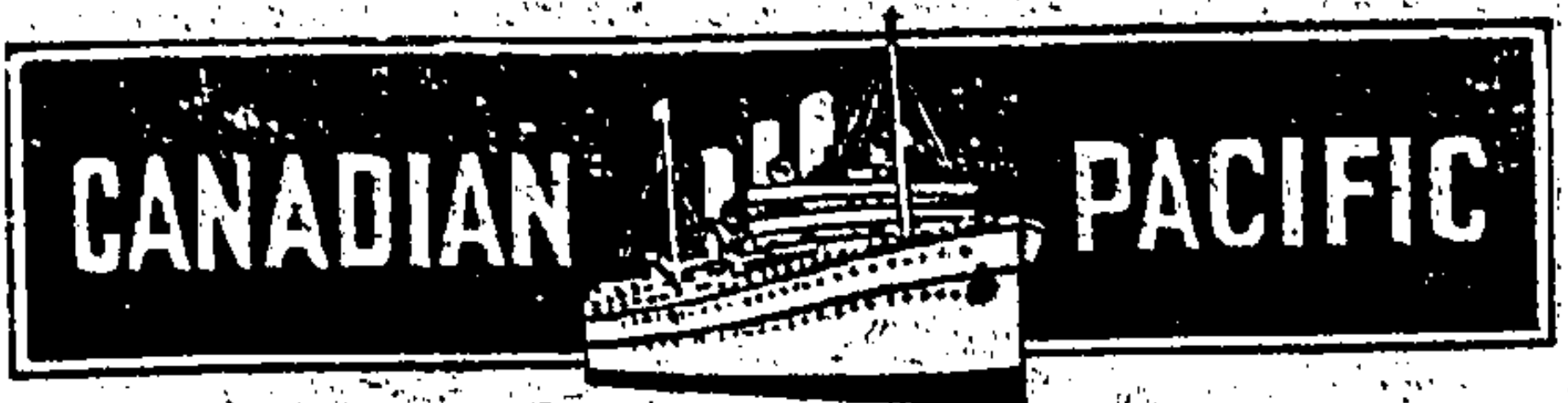


EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE
£120 £112 £83

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STEAMERS.	H'kong Leave	S'hai Leave	Kobe Leave	Y'hama. Leave	V'couver. Arrive.
EMPRESS OF ASIA	...Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	...Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	...Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	...Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	...Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	...Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila		Leave Manila	Arrive Hongkong
Aug. 25	Aug. 27	EMPRESS CANADA	Aug. 28	Aug. 30

Passenger Department: Tel. C. 752. Cables: GACANPAO.
Freight and Express: Tel. C. 42. Cables: NAUTILUS. [15

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

*KOREA MARU	Tuesday,	24th Aug., at Noon
*SIBERIA MARU	Monday,	21st Sept., at Noon
TAIYO MARU	Tuesday,	5th Oct., at Noon

* Omit Honolulu. Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

GINYO MARU	Tuesday,	31st Aug., at Noon
ANYO MARU	Tuesday,	12th Oct., at Noon
BOKUYO MARU	Saturday,	27th Nov., at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

FUSHIMI MARU	Saturday,	28th Aug.
HAKOZAKI MARU	Saturday,	11th Sept.
HAKUSAN MARU	Saturday,	25th Sept.
KITANO MARU	Saturday,	9th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU	Wednesday,	18th Aug., at 11 a.m.
TANGO MARU	Wednesday,	22nd Sept., at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

HAKODATE MARU	Tuesday,	24th Aug.
TAKETOYO MARU	Monday,	5th Sept.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KAMAKURA MARU	Saturday,	21st Aug.

BOMBAY via Singapore, Penang & Colombo.

TOKUSHIMA MARU	Monday,	30th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

MURORAN MARU	Friday,	20th Aug.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU	Saturday,	21st Aug.

SHANGHAI, KOBE & YOKOHAMA.

TOYOOKA MARU	Wednesday,	18th Aug.
YAMAGATA MARU (Omit Shanghai, Calls Keelung)	Monday,	23rd Aug.

For further information, apply to— **NIPPON YUSEN KAISHA.**

Telephone: Central No. 292 (Private exchanges to all Depts.). [7

SERVICES CONTRACTUELS

Mail Steamers.		Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailing for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
AMAZONE ...	...B ...	16th July, 1926	17th Aug., 1926	14th Sept., 1926.
ANGERS ...	...B ...	30th July, ,,	31st Aug., ,,	28th Sept., ,,
D'ARTAGNAN	...A ...	13th Aug., ,,	14th Sept., ,,	12th Oct., ,,
ANGKOR ...	...B ...	27th Aug., ,,	28th Sept., ,,	26th Oct., ,,
PORTHOS ...	A ...	10th Sept., ,,	12th Oct., ,,	9th Nov., ,,
CHAMBORD ...	...B ...	24th Sept., ,,	25th Oct., ,,	23rd Nov., ,,

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS	1st Class... £ 99. 0d. 0d.		B CLASS STEAMERS	1st Class... £ 85. 0s. 0d.
	2nd ,, ...£ 70. 0d. 0d.			2nd ,, ...£ 61. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (CARGO BOATS).

s.s. "SI-KIANG" from DUNKIRK, LONDON & HAVRE is due to arrive on the 22nd August.

Sailings subject to alteration without notice.

For full Particulars, apply to:—

MESSAGERIES MARITIMES CO.,
3, Queen's Building
Telephone: Central 740.
CONSIGNATION—TRANSIT—REPRESENTATION. [2

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

CHINKIANG via SHANGHAI...	"YUENSANG"	...Tuesday, 17th Aug., at 7 a.m.
TSINGTAU via SHANGHAI...	"KWONGSANG"	...Thursday, 19th Aug., at 6 a.m.
OSAKA via AMOY SHANGHAI, MOJI & KOBE ...	"KUTSANG"	...Saturday, 21st Aug., at 6 a.m.
TIENTSIN ...	"CHEONGSHING"	...Sunday, 22nd Aug., at 7 a.m.
HAIPHONG ...	"MINGSANG"	...Sunday, 22nd Aug., at 8 a.m.
SANDAKAN ...	"HINSANG"	...Tuesday, 24th Aug., at 2 p.m.
TSINGTAU via SHANGHAI...	"HOPSANG"	...Wednesday, 25th Aug., at Noon.
STRAITS & CALCUTTA ...	"KUMSANG"	...Wednesday, 25th Aug., at 3 p.m.
HAIPHONG ...	"LEESANG"	...Sunday, 29th Aug., at 8 a.m.
STRAITS & CALCUTTA ...	"NAMSANG"	...Monday, 30th Aug., at 3 p.m.
TSINGTAU via SHANGHAI...	"YATSHING"	...Wednesday, 1st Sept., at Noon.
SANDAKAN ...	"MAUSANG"	...Wednesday, 1st Sept., at 2 p.m.
TIENTSIN ...	"CHIPSHING"	...Friday, 3rd Sept., at Noon
KOBE via MOJI ...	"LAISANG"	...Tuesday, 7th Sept., at 7 a.m.
STRAITS & CALCUTTA ...	"FOOKSANG"	...Wednesday, 15th Sept., at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS. [3

TELEPHONE: CENTRAL No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong.
"GLENAMOY"	24th Aug.
"GLENGARRY"	2nd Sept.
"GLENAPP"	16th ,,
"GLENSHANE"	5th Oct.
"CARMARTHENSHIRE"	16th ,,
"GLENBEG"	28th ,,

HOMEWARDS.

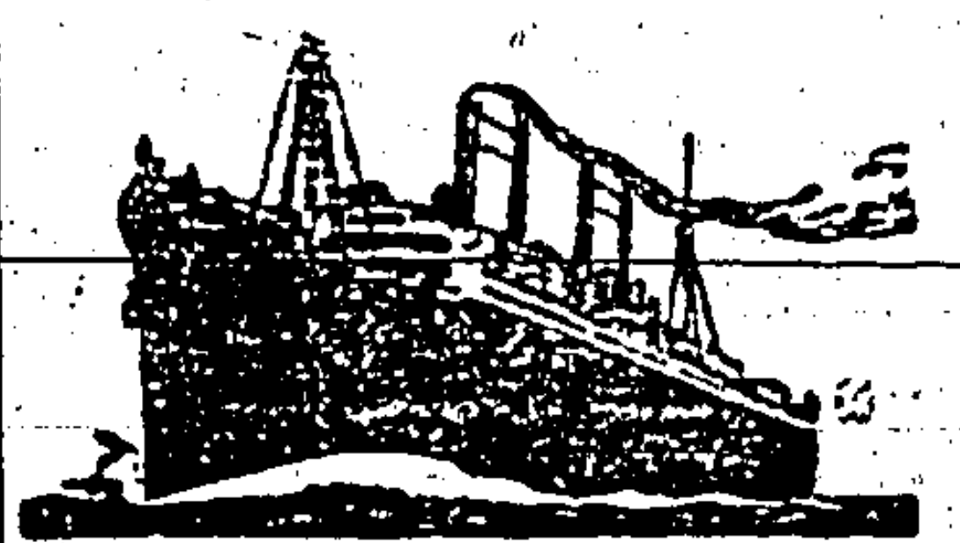
Vessel.	Discharges	Leaves H'kong.
"PEMBROKESHIRE"	London, Rotterdam & Hamburg via Oran.	3 p.m. 21st Aug.
"GLENOGLE"	London, Rotterdam & Hamburg.	22nd Sept.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.
Telephones: Central No. 215 sub-ex. 23, and Central 3696. [9

NORDDEUTSCHER LLOYD, BREMEN.



FAR EASTERN PASSENGER AND FREIGHT SERVICE.

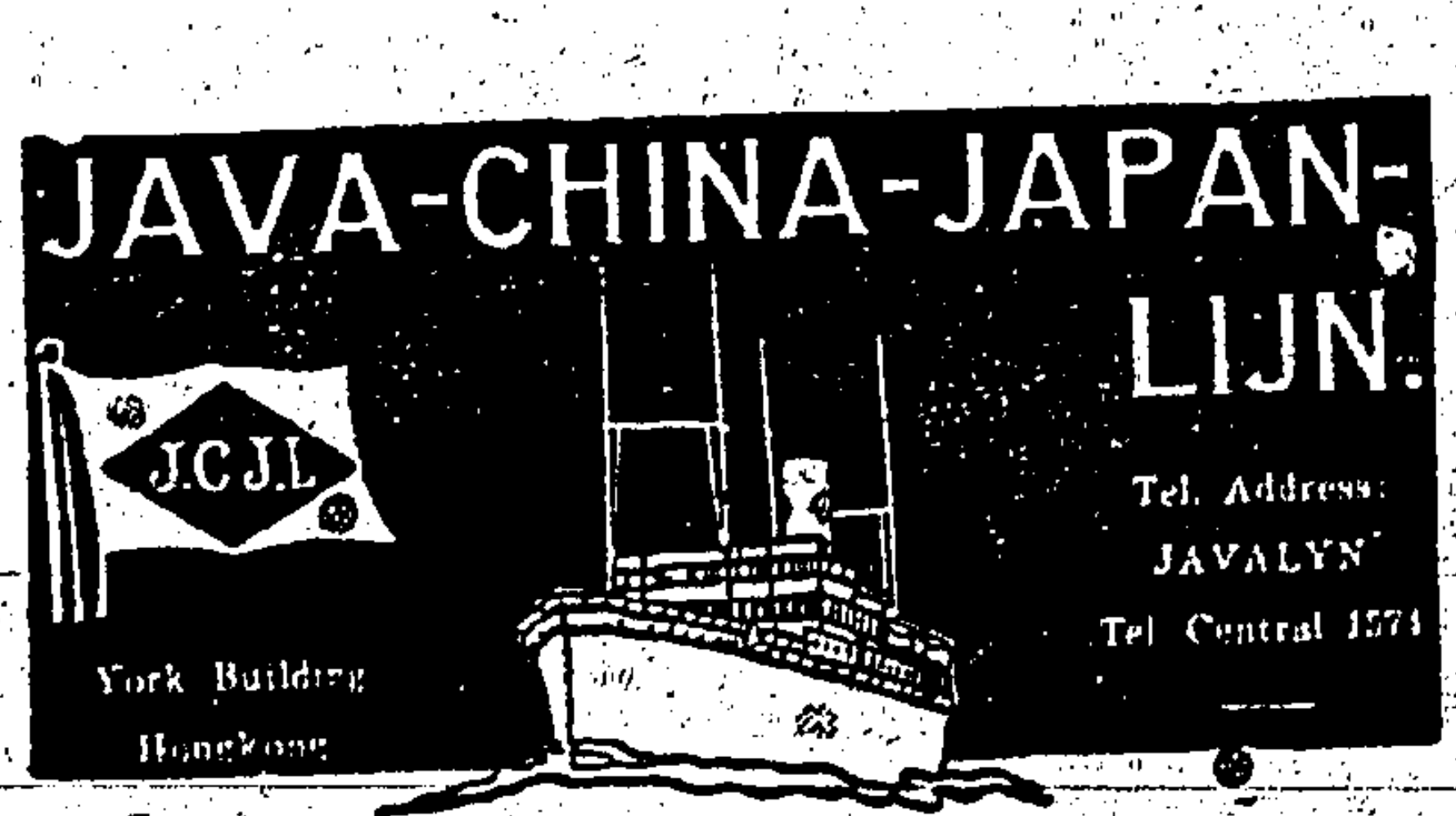
Cabin class £73. 4s. 0d. } To GENOA.
Intermediate class £48. 2s. 0d. }

NEXT SAILINGS:

STEAMERS: *ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	ARRIVAL AT HONGKONG AND SAILINGS FOR: SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO: GENOA, MARSEILLES, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
*M.S. "FULDA"	—	22nd August, 1926,
M.S. "KONIGSBERG"	17th August, 1926	—
*S.S. "TRIER"	8th September, ,,	16th October, ,,
*S.S. "SAARBRUECKEN"	6th October, ,,	13th November, ,,
*S.S. "COBLENZ" ...	5th November, ,,	11th December, ,,
*S.S. "YORK"	2nd December, ,,	9th January, 1927.
*M.S. "FULDA" ...	30th December, ,,	6th February, ,,
*S.S. "DERFFLINGER"	27th January, 1927.	6th March, ,,

For Freight and Passage, please apply to—

MELCHERS & CO.,
Telephone C. 4557.
3, Queen's Building, Chater Road. Agents, HONGKONG.
[20



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJITAROEM ...	JAVA & M'KSAR.	In Port	18th Aug.	S'HAI. & NORTH CHINA
TJIMANOEK ...	N.CHINA & AMOY	19th Aug.	20th ,,	BATAVIA
BARON ARDROSSAN	JAVA	21st ,,	—	—
TJIKARANG ...	BATAVIA	22nd ,,	24th Aug.	SHANGHAI
TJIKEMBANG ...	SHANGHAI	23rd ,,	26th ,,	BATAVIA
STRATHLORNE	JAVA	25th ,,	—	—
TJISALAK ...	N.CHINA & AMOY	30th ,,	3rd Sept.	M'SAR. & JAVA
TJISAROEA ...	BATAVIA	5th Sept.	8th ,,	SHANGHAI
TJIKARANG ...	SHANGHAI	6th ,,	9th ,,	BATAVIA
TJITAROEM ...	NORTH CHINA	16th ,,	17th ,,	BATAVIA

Wireless Telegraphy.

The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

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THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE
(ANDREW WEIR & CO., LONDON.)

Sailings from Hongkong
M.V. "SPRINGBANK" ... ... Via Suez Canal 30th September.

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

"CITY OF MELBOURNE" ... ... From Hongkong 5th September.
For Marseilles, Havre, London and Hamburg.

FARES TO LONDON "A" 1st Class £83. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL-AFRICAN LINE

STEAMER From Hongkong October.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and *Vice Versa.*

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to:—

THE BANK LINE LTD.

Tel. Cent. 4791. [22

PRINCE LINE

IMPROVED SERVICE
BY
FAST MOTOR VESSELS
TO
BOSTON
NEW YORK
PHILADELPHIA

M.V. "CHINESE PRINCE" ... ... Leave Hongkong 5th Sept., 1926
M.V. "MALAYAN PRINCE" ... ... " " 3rd Oct., 1926

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.
(Incorporated in Great Britain)
King's Building.

Telephone: Central 3165.
Telegrams: Furnprince. [19

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE STEAMSHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on the 19th August, at Noon.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

1st Class Fare to Singapore—$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to all destinations in the Netherlands East Indies and Australia.

Agents:—
JAVA-CHINA-JAPAN-LIJN
YORK BUILDING, CHATER ROAD.
Telephone 1574. [12

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"KALYAN"	9,144	22nd Aug., Noon	Port Sudan, Mars., Casablanca, L'don. & Anwerp.
"MACEDONIA"	11,089	4th Sept., Noon	Marseilles and London.
"NAGPORE"	5,283	10th Sept.	Mars., L'don., Hamb., R'dam. Antw. & Hull.
"KIDDERPORE"	5,334	13th Sept.	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	18th Sept.	Marseilles & London.
"KASHGAR"	9,005	2nd Oct.	Marseilles, London, Anwerp & Hull.
"MOREA"	10,918	16th Oct.	Marseilles and London.
"KHYBER"	9,114	30th Oct.	Marseilles, London and Antwerp.
"MANTUA"	10,902	13th Nov.	Marseilles and London
"DEVANHA"	8,155	25th Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,128	27th Nov.	Marseilles, London and Antwerp.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"DELTA"	8,097	23rd Dec.	Singapore, Penang, Colombo and Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London and Antwerp.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"MOREA"	10,918	5th Feb.	Marseilles and London.
"KASHGAR"	9,005	19th Feb.	Marseilles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TAKADA"	6,949	8th Sept.	Singapore, Penang and Calcutta.
"SANTHIA"	7,754	12th Sept.	do.
"TILAWA"	10,006	20th Sept.	do.
"TALAMBA"	8,018	26th Sept.	do.
"SHIRALA"	7,841	3rd Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

*"TANDA"	6,956	27th August	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	1st Oct.	
"ARAFURA"	6,000	29th Oct.	

*Calls at Kolambugan.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MALWA"	10,941	19th Aug., 4 p.m.	Shanghai, Moji and Kobe.
"SANTHIA"	7,754	23rd Aug.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	28th Aug.	Moji, Kobe, Osaka and Yokohama.
"NELLORE"	6,853	3rd Sept.	Shanghai, Moji & Kobe.
"TALAMBA"	8,018	10th Sept.	Shanghai and Kobe.
"KASHGAR"	9,005	3rd Sept.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"SHIRALA"	7,841	13th Sept.	Shanghai, Moji and Kobe.
"MOREA"	10,918	16th Sept.	Shanghai. Moji and Kobe
"NYANZA"	7,023	26th Sept.	Shanghai, Moji and Kobe.
"KHYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji & Kobe.
"KARMALA"	9,128	29th Oct.	Shanghai, Moji & Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"MACEDONIA"	11,089	13th Nov.	Shanghai, Moji and Kobe.
"KHIVA"	9,135	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,914	10th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"TANDA"	6,959	8th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	16,504	17th Feb.	Shanghai, Moji and Kobe.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Austalian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for *First-Class* Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR
AMOY & FOOCHOW
AND RETURN
(Occupying 9 or 10 Days)

HAIHONG ... ... Capt. Ellis Walker ....Friday, 20th August, at 11 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAICHING" at the Reduced Rate of $30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

3]

CHINA NAVIGATION CO.,

LIMITED.

SHANGHAI	... "SOOCHOW"	... On 18th Aug.,	4 p.m.
SHANGHAI & TSINGTAO	... "CHENAN"	... On 21st Aug.,	6 a.m.
SHANGHAI	... "SUIYANG"	... On 22nd Aug.,	6 a.m.
BANGKOK	... "KIANGSU"	... On 22nd Aug.,	6 a.m.
AMOY & SHANGHAI	... "SZECHUEN"	... On 24th Aug.,	6 a.m.
AMOY & SINGAPORE	... "ANHUI"	... On 24th Aug.,	8 a.m.
SHANGHAI	... "SUNNING"	... On 26th Aug.,	6 a.m.
HOIHOW & HAIPHONG	... "TEAN"	... On 26th Aug.,	10 a.m.
BANGKOK	... "KALGAN"	... On 26th Aug.,	4 p.m.
SHANGHAI & TSINGTAO	... "SHANTUNG"	... On 28th Aug.,	6 a.m.
SHANGHAI	... "SINKIANG"	... On 29th Aug.,	6 a.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Agents.

TELEPHONE CENTRAL 36.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	In Port	18th August, Noon
TAIPING	10th September	17th September
CHANGTE	8th October	16th October
TAIPING	9th November	17th November

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,
Agents.
TELEPHONE: CENTRAL 36. [5

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.
S.S. "BOLTON CASTLE" ... ... on or about 19th September.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.
S.S. "FIUME L" ... ... on or about 4th September.
M.V. "VIMINALE" ... ... on or about 5th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.
S.S. "ROSANDRA" ... ... on or about 7th September.
S.S. "FIUME L" ... ... on or about 30th September.
M.V. "VIMINALE" ... ... on or about 30th October.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" ... ... Sails from Calcutta 31st August.
S.S. "UMZUMBI" ... — ... Sails from Calcutta 30th Sept.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO., LIMITED.
Agents.

Telephone: Central 1030. [17

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "DEUCALION" ... ... Via Suez Canal 27th August.
S.S. "ANTILOCHUS" ... ... Via Suez Canal 10th September.
S.S. "CITY OF EVANSVILLE" ... ... Via Suez Canal 24th September.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to charge without notice.

For Freight and Paticulars, apply to—

BUTTERFIELD & SWIRE, HONGKONG AND CANTON; or THE BANK LINE, LTD., HONGKONG. JARDINE MATHESON & CO., LTD., CANTON. [31

POST OFFICE NOTICE.

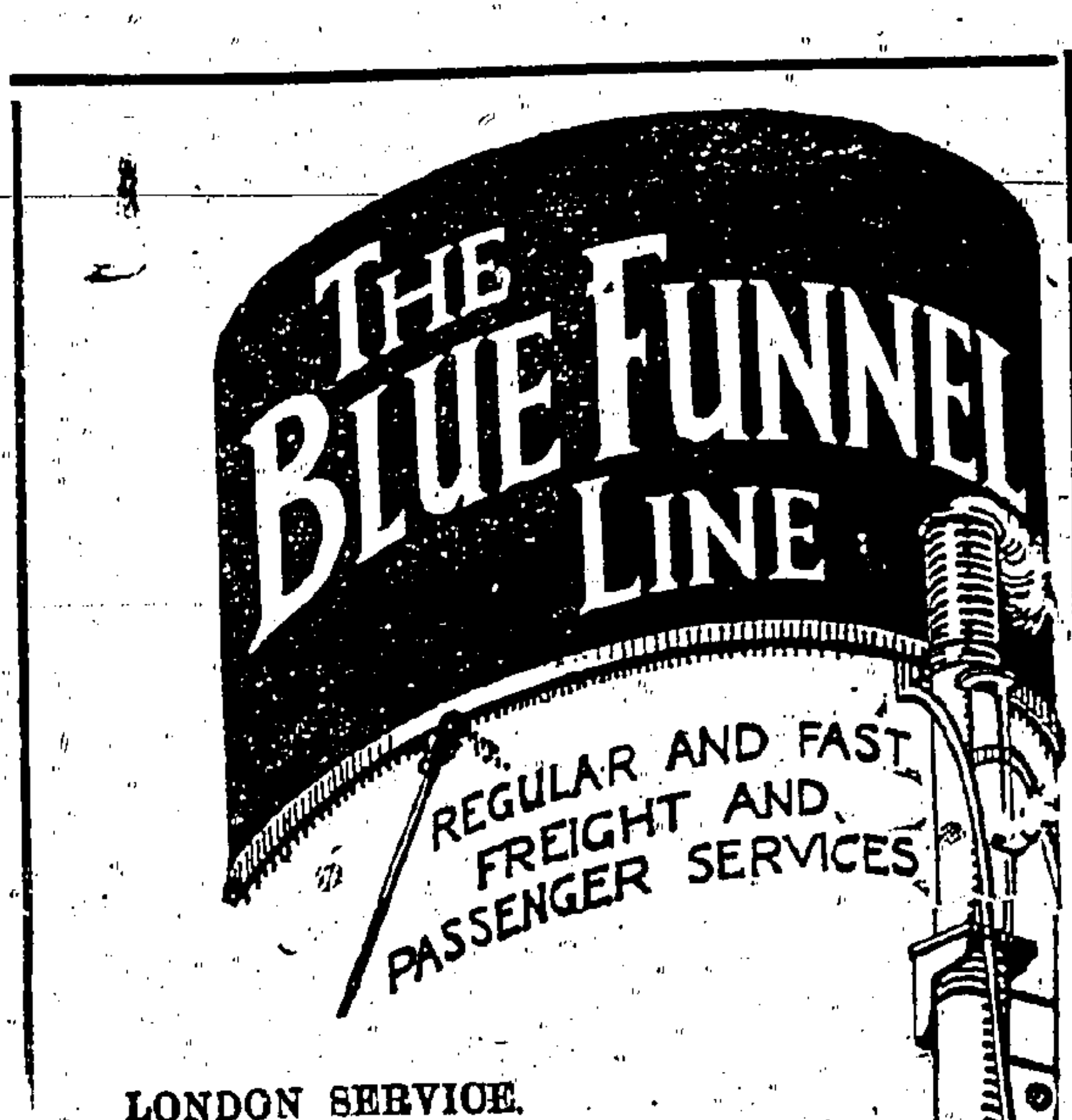
INWARD MAILS.

From	Per	Due
SHANGHAI	Chenan	18th Aug.
SHANGHAI	General Metzinger	18th Aug.
STRAITS	Kut Sang	18th Aug.
MANILA	Pres. McKinley	18th Aug.
JAPAN	Mishima Maru	18th Aug.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Cleveland	19th Aug.
EUROPE via SUEZ (letters & papers, London, 22nd July, & parcels 15th July)	Malwa	19th Aug.
SHANGHAI	Suiyang	19th Aug.
AUSTRALIA AND MANILA	Tango Maru	20th Aug.
SHANGHAI and EUROPE via SIBERIA	Szechuen	20th Aug.
STRAITS	Santhia	21st Aug.
STRAITS	Kitano Maru	23rd Aug.
CANADA, U.S.A., JAPAN & SHANGHAI	Emp. of Canada	23rd Aug.
U.S.A., CANADA, JAPAN & SHANGHAI	Pres. Jefferson	23rd Aug.
MANILA	Pres. Cleveland	27th Aug.
Japan	Fushimi Maru	28th Aug.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Polk	30th Aug.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Shinyo Maru	31st Aug.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Pierce	2nd Sept.
AUSTRALIA & MANILA	St. Albans	6th Sept.

OUTWARD MAILS.

For	Per	Date	
		Wednesday, 18th,	
Manila, *Australia & *New Zealand via Thursday Island—due Thursday Island, 30th August	Mishima Maru	Reg. Letters Parcels	8.45 A M 9.30 A M 9.00 A M
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 28th Aug.	Changte	Reg. Letters	9.45 A M 10.30 A M
Amoy	Tjitarcem		10.00 A M
Saigon, Ceylon, India, Mauritius, E. & S. Africa Aden, Egypt & *EUROPE via Marseilles, due Marseilles, 19th Sept	General Metzinger	Reg. Letters	1.45 P M 2.30 P M
Fort Bayard	Hydrangea		2.00 P M
Shanghai, *Japan, *Canada, *U.S.A., *C. & *S. America & *EUROPE via Victoria, B.C.—due Victoria B.C., 8th Sept.	Pres. McKinley	Pacels Reg. Letters	3.00 P M 4.15 P M 5.00 P M
Saigon	Produce		4.30 P M
Haiphong	New Mathilde		5.00 P M
		Thursday, 19th,	
Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 6th Sept., and EUROPE via Siberia (letters & postcards specially superscribed "Via Siberia" only)	Emp. of Asia	Parcels Reg. Letters	9.00 A M 9.15 A M 10.00 A M
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 31st August	Mishima Maru	Reg. Letters	9.15 A M 10.00 A M
Straits	Van Overstraten		11.30 A M
Shanghai and Japan	Malwa		2.30 P M
		Friday,	20th
Amoy & Foochow	Hai Hong		10.00 A M
Straits	Euryades		10.30 A M
Manila	Pres. Cleveland		1.30 P M
Shanghai	Kutsang		5.00 P M
Manila	West Holbrook		5.00 P M
		Saturday,	21st,
Japan	Tango Maru		9.30 A M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & *EUROPE via Marseilles—due Marseilles, 17th Sept	Kalyan	Parcels Reg. Letters	Noon 4.15 P M 5.00 P M
Straits	Pembrokeshire		1.30 P M
Bangkok	Kiangsu		5.00 P M
Haiphong	Mingsang		5.00 P M
Shanghai & EUROPE via Siberia (letters & postcards specially superscribed "Via Siberia" only)	Suiyang		5.00 P M
		Sunday,	22nd,
Swatow, Amoy and Formosa	Kaijo Maru		9.00 A M
		Monday,	23rd,
Amoy	Szechuen		5.00 P M

*Correspondence bearing vessel's name only.



LONDON SERVICE.

"ASPHALION" 24th Aug. Mars., L'don., R'dam. & Hamburg.
"SARPEDON" 8th Sept. Mars., L'don., R'dam. & Glasgow.
"HELENUS" 21st Sept. Mars., L'don., R'dam. & Hamburg.
"CALCHAS" 5th Oct. Mars., L'don., R'dam. & Hamburg.

LIVERPOOL SERVICE.

"EURYADES" 20th Aug. Genoa, Havre, Liverpool & Glasgow.
"ANTILOCHUS" 20th Sept. Genoa, Havre, Liverpool & Glasgow.
"ATREUS" 20th Oct. Genoa, Havre and Liverpool

PACIFIC SERVICE.

(via KOBE & YOKOHAMA)
"PROTESILAUS" 26th Aug. Victoria, Vancouver & Seattle.
"TALTHYBIUS" 16th Sept. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

*"DEUCALION" 27th Aug. New York, Boston & Baltimore.
"ANTILOCHUS" 10th Sept. New York, Boston & Baltimore.
*Via Tripoli.

PASSENGER SERVICE.

"SARPEDON" 8th Sept. Singapore, Marseilles & London.
"PATROCLUS" 20th Oct. Singapore, Marseilles & London.
"ANTENOR" 17th Nov. Singapore, Marseilles & London.
"HECTOR" 15th Dec. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire,
Agents. [6

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $27,000,000

Reserve Liability of Proprietors $20,000,000

HEAD OFFICE: HONGKONG.

Court of Directors:
Hon. Mr. D. G. M. BERNARD, Chairman.
Hon. Mr. A. O. LANG, Deputy Chairman.
W. H. Bell, Esq.
A.H. Compton, Esq.
W.L.Pattenden, Esq.
J. A. Plummer, Esq
T. G. Weall, Esq.
H. P. White, Esq.
G. M. Young, Esq.
Chief Manager:
A. H. BARLOW, Esq.

BRANCHES:—
Amoy
Bangkok
Batavia
Bombay
Calcutta
Canton
Chefoo
Colombo
Dairen
Foochow
Haiphong
Hamburg
Hankow
Harbin
Hongkew
Iloilo
Ipoh
Johore
Kobe
Kuala Lumpur
London
Lyons
Malacca
Manila
Nagasaki
New York
Peking
Penang
Rangoon
Saigon
San Francisco
Shanghai
Singapore
Sourabaya
Sungei Patani
Tientsin
Tokyo
Tsingtao
Yokohama

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.

Hongkong, 27th May, 1926. [25

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW,
Chief Manager.

Hongkong, 27th May, 1926. [2

BANQUE DE L'INDO-CHINE.

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs.72,000,000.00
Paid-up Capital ...Frs.68,400,000.00
Reserve Fund Frs.59,667,283.54

BRANCHES:
Bangkok
Battambang
Canton
Djibouti
FortBayard
Haiphong
Hankow
Hanoi
Hongkong
Mengtsz
Noumea
Papeete
Peking
Pnom-Penh
Pondicherry
Saigon
Shanghai
Singapore
Tientsin
Tourane
Yunnanfou

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposit according counts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 20th March, 1924. [32

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG.
10, Des Vœux Road Central.

AUTHORIZED CAPITAL $10,000,000
PAID-UP CAPITAL 5,000,000
RESERVE FUND 1,200,000

BRANCHES AND AGENCIES.
Canton
London
Seattle
Nagasaki
Tientsin
Manila
Bombay
Shanghai
Paris
Honolulu
Osaka
Singapore
Melbourne
Calcutta
Saigon
San Francisco
Taipeh
Tokyo
Penang
Haiphong
Batavia
Kowloon
New York
Kobe
Peking
Rangoon
Sourabaya
Semarang

Correspondents in all principal cities of the world.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

SAFE DEPOSIT BOXES To Let.

KAN TONG PO,
Chief Manager.

Hongkong, 22nd May, 1926.

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONGKONG.
Established 1912.

AUTHORISED CAPITAL ...£1,200,000
PAID UP CAPITAL £1,092,925
SILVER RESERVE FUND $ 700,000

Branches:—CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.
Correspondents in all Principal Cities of the World.
London Bankers:—THE LLOYDS BANK, LIMITED.

Every description of banking business transacted.

Safe Deposit Boxes in various sizes to be let from $5.00 to $40.00 yearly.

LOOK POON SHAN,
37] Chief Manager.

COMMERCIAL.

OPENING QUOTATIONS.

August 17th, 1926.

ON LONDON.—	
Telegraphic Transfer	2/1½
Bank Bills, on demand	2/1 15/1
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/2¼
Credits, at 4 months' sight	2/2 15/16
Documentary Bills, 4 months' sight	2/3 1/1
ON PARIS.—	
Bank Bills, on demand	1,820 nom.
Credits, 4 months' sight	—
ON NEW YORK.—	
Bank Bills, on demand	52½
Credits, at 60 days' sight	54
ON BOMBAY.—	
Telegraphic Tranfer Bank Bills, on demand	143¼
ON CALCUTTA.—	
Telegraphic Transfer Bank Bills, on demand	143¾
ON SHANGHAI.—	
Bank Bills, at sight Private, 30 days' sight	nom.
ON YOKOHAMA.—On demand	109
ON MANILA.—On demand	105¼
ON SINGAPORE.—On demand	93
ON BATAVIA.—On demand	129
ON HAIPHONG.—On demand	nom.
ON SAIGON.—On demand	nom.
ON BANGKOK.—On demand	85¼
SOVEREIGN, Bank's Buying rate	$9.05
GOLD LEAF, 100 fine, per tael	—
BAR SILVER, per oz.	28⅜

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund £1,350,000

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:
Bangkok
Batavia
Bombay
Calcutta
Colombo
Delhi
Galle
Hongkong
Howrah
Kandy
Karachi
Kota Bharu
Kuala Lumpur
Kuantan (Pahang)
Madras
New York
Penang
Port Louis (Mauritius)
Rangoon
Shanghai
Simla
Singapore
Sourabaya

HONGKONG BRANCHES:
Every description of Banking and Exchange Business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.
7, Queen's Road Central,
Hongkong, June 17th, 1926. [29

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital ....Frs. 20,000,000
Reserves ....Frs. 11,160,000
Special Working Capital ....Frs. 50,000,000

BRANCHES:
Paris
Saigon
Peking
Canton
Lyons
Haiphong
Shanghai
Hongkong
Marseilles
Hanoi
Tientsin

BANKERS:
France: Société Generalé, Banque Nationale de Crédit, Banque de Paris et des Pays-Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted. Correspondents throughout the World.

A. ROLLIN,
Manager.

Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...Yen 45,000,000
Capital (Paid-up) ....Yen 39,375,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:
THE LONDON COUNTY WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI,
Manager,
HONGKONG BRANCH,
8, Des Vœux Road, Central.
Hongkong, 11th May, 1926. [27

HAVE NO FEAR!
THEIR QUALITY IS IRREPROACHABLE
MEDIUM STRENGTH
"CAPSTAN"
Navy Cut Cigarettes
W.D.&H.O.WILLS Bristol & London
SMOKE
CAPSTAN
The Most Popular Cigarette

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. B-391

THE BANK OF CHINA.

中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL...$60,000,000.00
PAID-UP CAPITAL 19,760,200.00
RESERVE FUND 9,864,398.69

Head Office:—PEKING.
Hongkong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.
New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK-COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

TSUYEE PEI,
Manager.

Hongkong, January 16th, 1926. [38

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

Established 1824.
Hongkong Branch established 1906.

Authorized Capital	Guilders	150,000,000 (£12,500,000)
Paid-up Capital	,,	80,000,000 (£6,666,670)
Reserve Fund	,,	21,117,340 (£1,759,778)
Special Reserves	,,	22,660,000 (£1,888,330)

Head Office:—AMSTERDAM.
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKERS:—NATIONAL PROVINCIAL BANK, LTD.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. C. MAASSEN,
34] Acting Manager.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up) ....Yen 100,000,000
Reserve Fund ....Yen 86,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:
Batavia
Bombay
Buenos Ayres
Calcutta
Canton
Changchun
Dairen (Dalny)
Fengtien (Mukden)
Hamburg
Hankow
Harbin
Honolulu
Kai Yuen,
Karachi
Kobe
London
Lyons
Los Angeles
Manila
Nagasaki
Nagoya
Newchwang
Osaka
New York
Peking
Rio de Janeiro
Rangoon
Soerabaya
San Francisco
Seattle
Semarang
Shanghai
Singapore
Shimonoseki
Sydney
Tientsin
Tokyo
Tsinanfu
Tsingtau
Vladivostock

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

C. ARIMA, Manager.

Hongkong, 11th March, 1926. [35

RUSSO-ASIATIC BANK.

	Roubles.
CAPITAL (FULLY-PAID)	55,000,000
RESERVE FUND	28,960,000
	Kup. Tls.
CAPITAL CONTRIBUTED BY THE CHINESE GOVT.	3,500,000
RESERVE FUND	1,750,000

HEAD OFFICE:
Paris: 9, Rue Boudreau.
LONDON OFFICE:
64, Old Broad Street, E.C.2.

BANKERS:
LONDON: Messrs. Glyn, Mills, Currie & Co.; Societe Generale pour Favoriser le Development du Commerce et de l'Industrie en France.
PARIS: Societe Generale pour Favoriser le Development du Commerce et de l'Industrie en France; Banque de Paris et des Pays-Bas.
LYONS: Societe Generale pour Favoriser le Development du Commerce et de l'Industrie en France.
NEW YORK: The Irving Bank; Columbia Trust Company.
SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:
Changchun
Chefoo
Dairen
Hailar
Hankow
Harbin
Hongkong
Kashgar
Manchouli
Newchwang
Peking
Shanghai
Tientsin
Urumtshi
Yokohama

HONGKONG BRANCH:
Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.

Foreign Exchange on the Principal Cities of the World bought and sold.

L. BAINES, Manager.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES AND BRANCHES.
ALOR STAR (Malay States)
AMRITSAR
BANGKOK
BATAVIA
BOMBAY
CALCUTTA
CANTON
CAWNPORE
CEBU
COLOMBO
DELHI
HAIPHONG
HAMBURG
HANKOW
HONGKONG
ILOILO
IPOH
KARACHI
KLANG
KOBE
KUALA LUMPUR
KUCHING
MADRAS
MANILA
MEDAN
NEW YORK
PEKING
PENANG
PESHAWAR
PUKET
RANGOON
SAIGON
SEMARANG
SEREMBAN
SHANGHAI
SINGAPORE
SOURABAYA
TAIPING (F.M.S.)
TAVOY
TIENTSIN
TOKYO
TSINGTAO
YOKOHAMA
ZAMBOANGA (Philippine Islands).

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, August 1st, 1926. [30

EQUITABLE EASTERN BANKING CORPORATION.

AN AMERICAN BANK.

CAPITAL AND SURPLUS
U.S. $3,000,000.00

HEAD OFFICE:
37, WALL STREET,
NEW YORK.

BRANCHES:
SHANGHAI

General Banking and Exchange Business.

Interest Allowed on all Deposits.

Rates on Application.

LONDON AND PARIS AGENTS:
EQUITABLE TRUST Co., OF N.Y.
38] D. M. BIGGAR, Manager.

P. & O. BANKING CORPORATION, LIMITED.

PAID-UP CAPITAL £2,594,160
RESERVE FUND £150,000

HEAD OFFICE:
122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the World.

L. E. HOPKINS,
Manager,
36] P. & O. Building, Hongkong.

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